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It's a beauty, mate!

36



Insuring kit cars isn't that scary

70



It's not as expensive as you might think

74



First annual Cobrafest

84

On The Cover: Steve Coonan just barely caught up with ERA's GT to get this shot. To catch your own GT40 replica, see p. 15. For a low-buck reboddy, see Jim Youngs' photos on p. 74. Steve Coonan also captured the Total Performance T-Bucket, featured on p. 92.

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KIT CAR

THE SPECIALTY CAR MAGAZINE

January 1994 • Volume 13, Number 1

COVER STORIES

The Ultimate Exotic 15
Fast 'N' Furious GT40 Replicas

BUYER'S GUIDE TO 275+ KITS

More Than Ever Before!

290+

• Supercars	39
• Rebodyies & Repowers	50
• Vintage Vehicles	60
• Miscellanea	68
• PLUS! Insurance Tips	70
New Sources for Kit Car Coverage	

Low-Buck Rebodyies 74
Go Ahead, Get Somethin' Really Rad

The T-Bucket Is Back! 92
Clark Kent Is Totally T'd

HOW-TO

Build A Cobra 26
Part Two Of Assembling The Classic 427

Install An Oil Cooler 71
Keep Your Engine's Lifeblood From Boiling

Hook Up A Steering Column 88
You, Too, Can Say "I Did it"

SHOWCASE

Jaguar XJ13 Reproduction 36
A Wonder From Down Under

Chevy V8 Three-Wheeler 81
Can You Hear The Thunder Tryke?

Hot Cobras 84
All Aboard Unique's Silver Streak

DEPARTMENTS

Up Front 4
On Fake Ferraris And Legal Realities

Mailbox 8
Comments About Copies And Originals

Specialty Scene 10
A Killer Intruder And A Mega Monster, Too

Off The Shelf 94
Spotlight On Specialty Products

Kit Tech 105
Fiberglass Tips And Buildup Books

UP FRONT

ON FAKE FERRARIS AND LEGAL REALITIES

Replicas of famous and exotic cars are by far the most popular kits. Whether it's a copy of a Cobra, Corvette or Countach, the appeal is largely based on how closely the car follows the lines and performance of the original. Most manufacturers of the authentic vehicles have taken little or no interest in these sincerest forms of flattery, knowing that imitations are easily distinguished from the original, with no real harm done. A few companies, though, take exception to replicas.

Ferrari in particular has actively opposed the replication of its vehicles. In addition to a number of cases settled out of court, it has won at least three cases in the judicial system against replica firms (McBurnie, Roberts and Xillon). A fourth manufacturer, Rowley Corvette (Specialty Car, May '92), made alterations to its reboddy after a lengthy court battle. In all cases, Ferrari felt that its reputation had been damaged by these replicas.

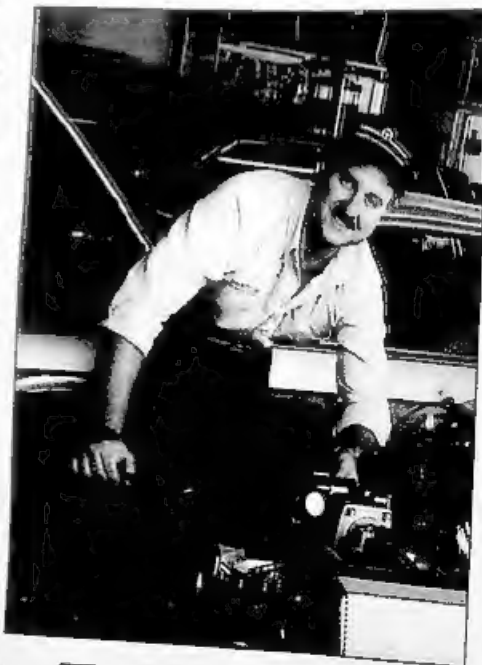
In a written statement, Ferrari's lawyer, Albert Robin, explained: "Even though other automobile companies have not chosen to assert rights in the distinctive appearance of their automobiles, there can be no confusion about Ferrari S.p.A.'s position, namely that it claims and vigorously asserts such rights."

"Since the inception of its passenger automobiles, Ferrari S.p.A. has followed a successful marketing policy of limited availability and thus exclusivity of Ferrari automobiles. Ferrari automobiles are not only of the highest quality and distinctive in appearance, but they are also exclusive."

"A proliferation of replicas of Ferrari automobiles will tend to destroy the exclusivity which has been the cornerstone of Ferrari S.p.A.'s marketing strategy. Moreover, the poor performance and quality of such replicas will harm the reputation of Ferrari automobiles. Since the donor cars are often structurally 'modified' in order to make the replica, there are significant safety issues as well."

After careful review of this matter, Kit

Car has discontinued listings, features or advertisements of replica manufacturers against whom Ferrari has obtained court orders. We have a clear responsibility not to put our readers in jeopardy, in either legal or safety matters. We still



"Be advised—the Ferrari replica you order today may not be around tomorrow."

question just how much damage replicas do, especially in view of their relatively small numbers. (They more than likely create increased interest in, and drive up the value of, the original cars.) On the other hand, we don't question the power of the judicial system, not only for our own sake, but our readers' as well.

Why has Ferrari gone to such lengths with various replica firms? We spoke with Mr. Gian Luigi Longinotti Buitoni, the president of Ferrari of North America, Inc., and his legal counsel, Mr. Albert Robin. During our phone interview, the tone of the conversation was

polite but emphatic, and we came away with a clearer understanding of why Ferrari takes such offense.

Mr. Buitoni pointed out that prior to working for Ferrari, he was a customer and as such is particularly sensitive to how Ferrari car owners feel about their exotic machines. Whether a given Ferrari is currently in production or not is beside the issue, he maintains. "Ferraris are forever," he stated. "Since 1947, over 70,000 Ferraris have been built, and almost 100 percent of them are on the road. As a Ferrari customer, I'm disturbed to see a fake Ferrari, because it devalues the car.... The intent of a replica is to confuse people with the original car."

What about replicas of Ferrari race cars, such as the P4? "We don't make distinctions between customers. Our company is about racing," responded Buitoni.

What if a kit uses some design elements of a Ferrari, such as the intake grilles of a Testarossa?

"Originality is important to us. We can't prevent other designers from imitating us. We are worldwide leaders in design, and many manufacturers imitate us. But there's a difference between copying an intake and an entire car."

Should individual owners of Ferrari replicas be concerned about their legal liability?

At this point Mr. Robin interjected, "Ferrari has not gone after individuals, but it's not inconceivable. However, with respect to trade dress claims, they are not normally served against the end-user."

What does all this mean for you, the kit car consumer? A number of kits that copy Ferraris to a greater or lesser extent are still on the market, and we will continue to feature these products as long as they are legally available. It is not our responsibility to police the replica companies for Ferrari, nor choose which ones are legally acceptable. That is up to the courts to decide. But be advised that at least some of the replica firms have a fuse that's burning, and you cannot assume that the imitation Ferrari you order today will be around tomorrow.

Steve Temple



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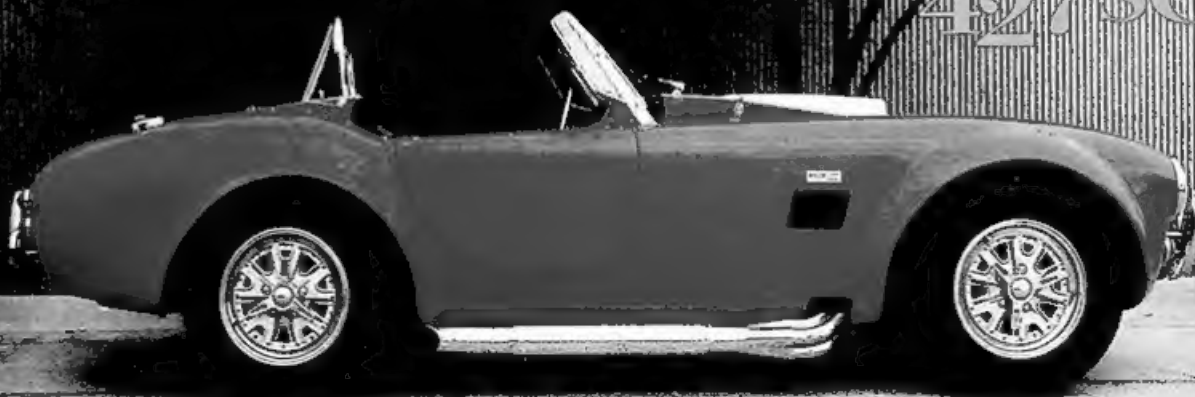
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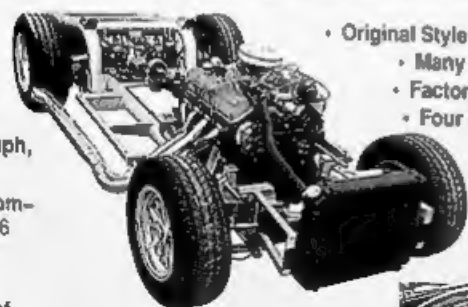
"Braking was exceptionally good at 161 feet from 70 mph, and 1.04g was measured on the skidpad."

"This car holds our record for fastest through the slalom—averaging 71.2 mph (the Nissan 300ZX Turbo did it at 69.6 mph, the old record)." Steering response, though, was quicker than lightning."

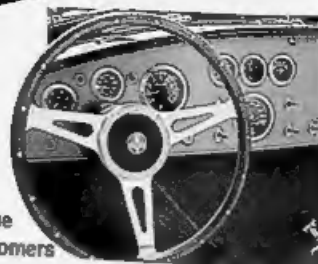
"Everything about the car is skewed in the direction of steering quickness... its light weight, its rear weight bias, its power steering, its short wheelbase, and its low-profile tires on wide wheels. The combination makes a standard Corvette feel as lethargic as a Limousine."

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Car and Driver Magazine, December, 1991.



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MAILBOX

BREAKING THE MOLD

After reading the September '93 issue and thoroughly studying the hundreds of kits available, I've come to the conclusion that it's time for a change. Whatever happened to creativity and originality? Many of the kits are appealing, but more than half are hideous. Don't get me wrong, there are some great kits. I'm just tired of Cobra, Countach and Ferrari replicas. The overall style of the Evans Series One ("Turn-key Exotica," September '93) is the future. The race car style is loved by millions (of potential customers) and can be cosmetically enhanced in numerous ways (elliptical headlights, rounded corners, wings, convertible versions, etc.). All I ask of the manufacturers is that they for one minute imagine what they could do with a basic IMSA layout. It's time to break the mold.

Jeff Case
Scottsdale, AZ

Your point is well taken, Jeff, but the reality is that market demand clearly favors vehicles with "borrowed interest," e.g., replicas of famous cars that are virtually unobtainable for one reason or another. We, too, would like to see more high-quality original designs, yet ultimately it's the consumer who decides what's popular.

MORE ON NAME CHANGES

In our last issue (November '93), you attempted to justify your name change. Let me explain why the "rank and file" reader likes the Kit Car name. We live in a world of lies. When a company says, "We're going to consolidate, reorganize, downsize, cut spending or increase efficiency," they really mean we're laying off people. When the president introduced his "Economic Stimulus Package" it was really a tax plan. The name Kit Car is an honest name, providing the reader with an insight into the contents of the magazine. Specialty Car sounds like something between Automobile magazine and Car and Driver. The first time I bought your magazine it was the name (and price) that attracted me. I assure you, I would not be a reader today if your cover stated Specialty Car. Stay honest, stay Kit Car. God bless you.

Augustus P. Jones
Houston, TX

We certainly weren't trying to pull the wool over anyone's eyes with our name change. It was simply an effort to broaden our editorial coverage in response to changes in the marketplace. However, as you so aptly put it in your opening statement ("In our last issue"), this magazine really does belong to you readers. Kit car enthusiasts are the folks who ultimately decide the direction for this publication. Keep those letters coming. And incidentally, Specialty Car will return this spring as a separate publication.

BROKEN DREAMS

First of all, your magazine is the best in the industry, and the articles are extremely informative. About four years ago I became very attracted to the Daytona Spyder kits that fit on a Corvette. I was really impressed with Roberts Motor Cars' Daytona replicar, but was surprised to find out that it fell prey to the legal aspects of the kit car industry. Why do so many companies that produce these Daytona kits always become extinct? If it is Ferrari suing these companies, then why have some survived? (I'm sure it has to do with lots of money.)

Peter J. Brusa
Marietta, GA

We've spoken to Ferrari officials at length on this subject (see "Up Front" in this issue) and what determines whether a replica firm stays in business does depend, in part, on money (specifically, defense lawyers' fees), but also how the company presents itself and to what degree the product imitates the original car. Some firms have made changes in their body styles at the request of Ferrari and are careful to avoid using any protected trademarks. Others have had to fold, spindle or mutilate. It's really a case-by-case situation. KC

Letters in Kit Car reflect the opinions of the writers and do not imply the endorsement of this magazine. All letters should be addressed to Kit Car magazine, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. Letters should include the writer's name, address and telephone number. We reserve the right to edit and/or condense letters for clarity, brevity, or other editorial purposes. Due to the volume of mail received, we cannot answer letters personally.

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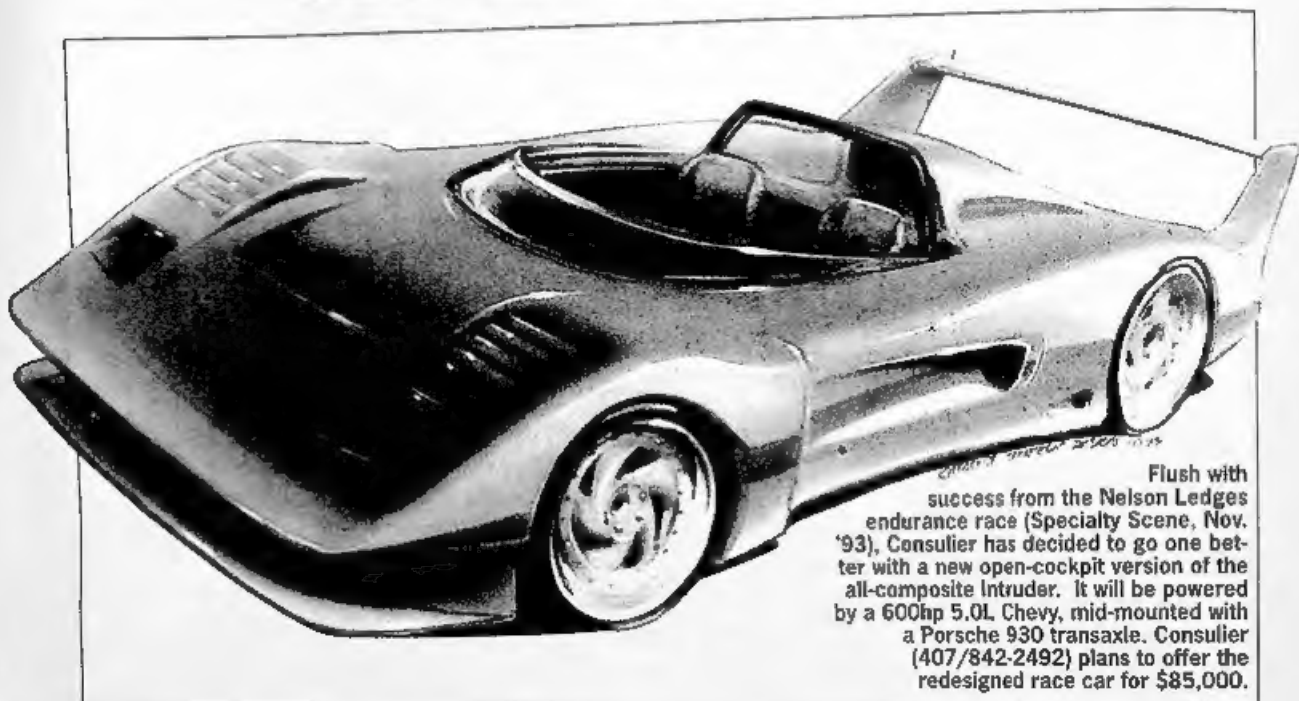
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SPECIALTY SCENE



Flush with success from the Nelson Ledges endurance race (Specialty Scene, Nov. '93), Consulter has decided to go one better with a new open-cockpit version of the all-composite Intruder. It will be powered by a 600hp 5.0L Chevy, mid-mounted with a Porsche 930 transaxle. Consulter (407/842-2492) plans to offer the redesigned race car for \$85,000.

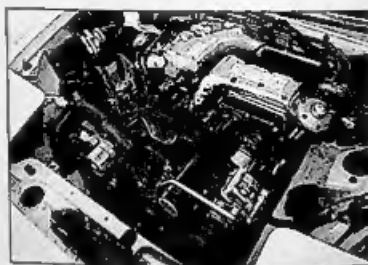
THE MOUSE THAT ROARED

Monster Motorsports has decided to go one better with its V8 Mazda Miata conversion. Instead of simply bolting in a stock 5.0-liter Ford V8 (Specialty Car, March '93), the firm pumped up both the bodywork and engine. The Kenne Bell motor uses a Whipple supercharger to inflate the output to 400 horsepower at 3800 rpm, and designer Terry Choy muscled up the body with a seven-piece bolt-on fiberglass flare kit. To handle the blast of torque, Monster Motorsports (619/738-7592) swapped the



Mazda tranny for a Ford T-5 and traded the stock rearend for a Thunderbird unit. Called the Mega Monster, this conversion is available as a package or in individual components (the body kit costs under \$3000). Turn-keys start at \$45,000.

We took a brief spin in the prototype, and it appears to have eliminated the excessive wheelspin of the earlier model. Nevertheless, our initial reaction is a bit ambivalent. There's no question that the car vastly improves on the original, but it still seems just a trifle too cute, and we'd rather spend the same amount of money on a really rude-and-lewd Cobra replica. Maybe the Mega Monster is what you'd call a politically correct Cobra.

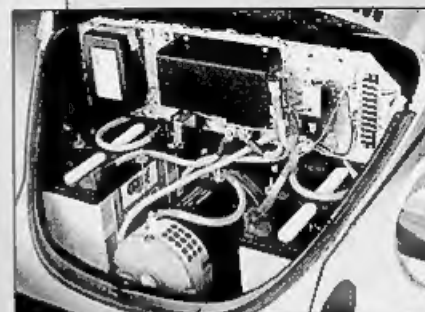


10 KIT CAR

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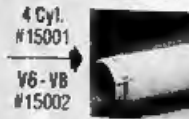
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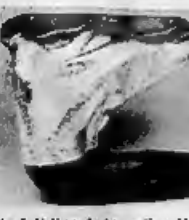
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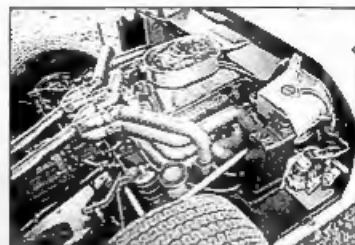
SPECIALTY SCENE

HOLMAN'S NEW/OLD GT40

In addition to the replicas featured in this issue's cover story, there's yet another GT40 on the market, but this one is the only vehicle that can carry an authentic serial number (starting with No. 201). Built in Charlotte, North Carolina, by Lee Holman (son of John Holman of Holman & Moody), this Ford 427-powered Mark II version is billed as "A Genuine American Racing Classic." As Holman states, "The concept was to make it exactly the way that we raced them." To that end, virtually all of the parts are interchangeable with the earlier cars. The monocoque chassis was built in England using original Ford tooling and shipped to North Carolina where two of the original Ford race team crew chiefs converted it for big-block application. Holman installed a new old stock 427 engine (originally purchased from John Holman for \$400 and resold to Lee for several thousands more), and a reproduced T-44 transaxle with four-speed Toploader innards. Spicer declined to supply the original CV joints for the half-shafts, so those are custom made to original spec. Body components were laid up from a restored mold for the Mark IIA. Even the windshield wiper motors are authentic: Boeing 707 jet aircraft units that cost \$4500 each new (Holman has a source for reconditioned units). As you might guess, this reborn racer is extremely expensive—\$750,000 each, with only one built thus far. That's almost twice the price of the Safir replica, but as Holman points out, his car is authentic right down to the colors of the wiring harness.



No, this is not a reproduction of the GT40 Mark II, it's a continuation of the 427-powered original.



LA EXOTICS GOES HOLLYWOOD

Upstaging all the actors in the new COBRA TV series is—you guessed it—a Cobra replica from LA Exotics. The plot premise reworks some familiar formulas, with Michael Dudikoff (American Ninja) playing "Scandal" Jackson, a former Navy SEAL who undergoes plastic surgery after being shot, and then is declared dead so he can work undercover for a crime-fighting unit called COBRA. Sounds a bit like the Knight Rider scenario, except that Scandal's car doesn't need to talk or have flashing grille lights to be noticed. LA Exotics' Cobra replica gets plenty of attention all on its own (although we're at a loss to figure out how Scandal can stay undercover in his siren-red set of wheels). This particular model was slightly modified for the TV show and features a smoother, modernized look, with driving lights in the grille, painted headlight bezels, no front bumper and an extra brake pedal for Batmobile-style spins in stunts. To order your own star-car, LA Exotics can be reached at 714/523-8464.



Action star Michael Dudikoff somehow manages to stay undercover while driving his LA Exotics' Cobra replica in the new COBRA TV series.

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It doesn't matter if you are looking for a kit or turnkey car, presently assembling one, or have completed your kit; the information in his book will save you thousands of dollars! Some of his techniques, tips, and secrets are revolutionary and worth a small fortune! Many of them apply to any car, not just your kit car.

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- what to look for when buying
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- how to choose the perfect kit for you!
- how to guarantee that you get all the parts the first time
- easiest/cheapest way to register kit cars
- when to doubt manufacturer's claims

Under certain circumstances you may:

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- get the government to pay for your kit or turnkey car

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This book has been praised by the Specialty Constructed Vehicle Assoc., The Complete Guide to Specialty Cars, Kit Car Magazine and Kit Car Illustrated.

HERE'S PROOF!

Wesley White, one of Corey's clients says, "like everyone else, by owning an exotic automobile, I had visions of excitement, prestige, and beautiful women throwing themselves at me, and in general, being treated like a millionaire. As my project forged ahead, my dream machine was turning into a nightmare. It is hard to conceive that there are so many bottomless pits of problems. It was looking like my car was going to cost me \$35,000 instead of the \$18,000 I budgeted. Then I met Corey, his tips and secrets got me out of my predicaments and I ended up building my car for less than \$15,000. Was it worth it? You betcha! It was fantastic. The girls really did throw themselves at me and people sure did treat me with respect, admiration, and envy. Everyone should experience it at least once in their lifetime, but not at the expense it almost cost me before I met Corey."



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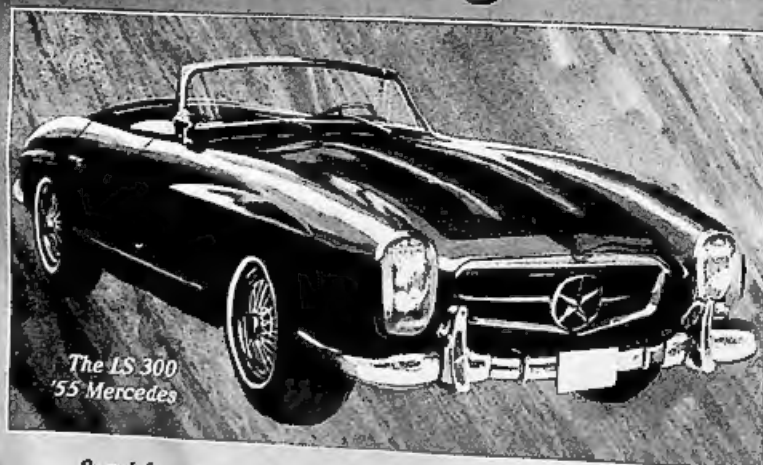
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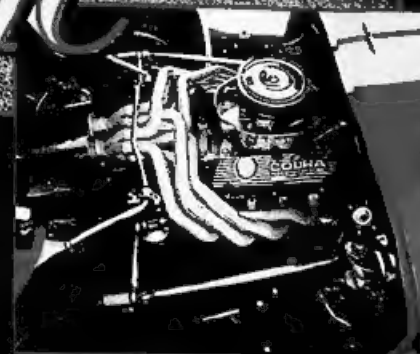
ERA GT



Don't
Blink, Or
You'll
Miss
These
Fast And
Furious
GT40s

THE ULTIMATE EXOTIC

If ever a car deserved to be replicated, it's the Ford GT40. It came in low and fast, blasted by like rolling thunder and forever left an imprint on the minds of driving enthusiasts. Everybody agrees: now *that* was a car. Although a few were homologated for street use, the GT40 was primarily built for racing. And race it did. When Henry Ford II realized that Enzo Ferrari wouldn't join him, he decided to beat him—as in pummel, thrash and stomp. In perhaps the most famous finish ever at Le Mans in 1966, Ford GT40s captured the top three slots. Amazingly, a few years and numerous victories later, when the GT40 was supposed to be hopelessly out

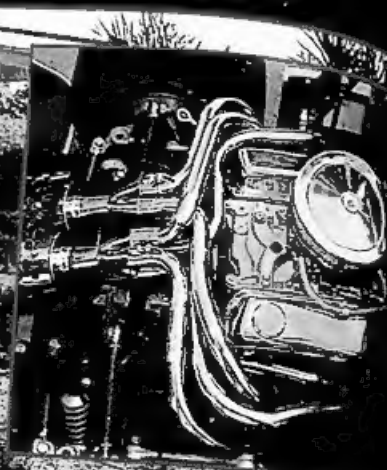


PHOTOGRAPHY: STEVE COOKAN

THE ULTIMATE EXOTIC

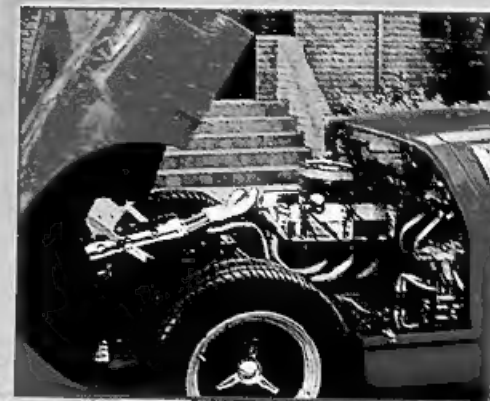


INTEGRITY KVA



PHOTOGRAPHY: STEVE TEMPLE

of date, it endured 24 hours of attrition and bested a Porsche 917 by a scant 100 yards, one of the closest finishes ever at Le Mans. For those readers who desire to know more about the wondrous saga of the GT40, several weighty tomes have been published, notably John Wyer's *That Certain Speed*. Of greater importance to us is the sort of machine that can be had. A few have been around for a while, and there are some new ones as well, with



TORNADO TS40



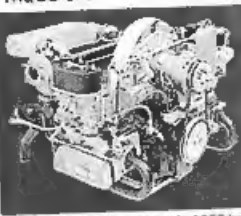
more on the way. For comparison purposes, we suggest you obtain a copy of our January '93 issue, which featured a full road test on the GTD40 ("Bullet In Blue"), a British kit distributed here in the United States by Unique Motor Cars and Hardy Motors. Moreover, we've seen yet another GT40 replica under development at LA Exotics, and Lone Star is working on a new kit as well. So there are plenty to pick from, and you don't have to be Henry Ford to afford one.

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ERA GT

Not A Replica, A Reproduction

ERA Replica Automobiles is known for its well-engineered Cobra replicas, in part because of the hundreds built in the last 13 years. Yet, less than 50 of the firm's GT40 replicas have been sold in all—kits and turn-keys combined. This is largely due to both price and availability. The basic kit price starts at \$49,900, a sum that could capture some really fine sports cars with no assembly required. Completed turn-keys go for a minimum of \$115,000, and \$130,000 is a more typical figure by the time you add in the cost of a really good paint job and all the bells and whistles. Evidently these figures don't put off all that many folks, because there's a waiting list about a year long. Take a number and a seat, because the line forms at the rear.

How does this replica command these princely sums and such die-hard devotion? In a word, *accuracy*. ERA has gone to great lengths to reproduce the character and feel of the original, from the steel monocoque chassis (a stainless version is in the works) right down to the functional NACA ducts and Mark III turn-signal stalk. Other reproduction-grade details include the suspension in the rear, each wheel located with a lower A-arm and a single upper link plus a coil-over and a trailing arm. As per the original, a sway bar spans the top of the bundle-o'-snakes headers. Front pieces are custom-cast upper and lower tubular steel A-arms, and Corvette brakes provide stopping power at all four corners. Trigo supplies the Halibrand-style knock-offs shod with BFGoodrich Comp T/A rubber (P265/50HR15 front and P295/50R15 rear).

The Ferrari Red GT MK I shown here, assembled by Jim Holden in about a year's time, wears the enlarged John Wyer wheelwell flares, which create a more muscular, broad-shouldered look. Other options supplied on this ERA GT were the oval-hole rear grille instead of louvers, and the Mark II-style front outlet vent that furnishes better airflow than the twin-nostril arrangement used on the Mark I. The Florida-based customer also opted for air conditioning (recommended for all areas) and installed twin cooling fans in the rear.

For motive power, the engine was essentially a stock Ford 302 pallet motor, though balanced and warmed up to about 325 hp with Windsor heads and a single four-barrel 650-cfm Holley. ERA uses reconditioned ZF gearboxes designed for the Pantera. Since that car required a higher ground clearance, the input shaft to the box was *above* the half-shafts, but for the hunkered-down GT, the tranny must be inverted, as installed on the original car. This modification requires flipping the ring and pinion and drilling new drain and fill holes in the case, a service provided by ERA for \$500. (Incidentally, for the big-block Mark II replica in the works [see "True Blue," May '92] ERA has just obtained the original T-44 transmis-



Except for the center-mount shifter, cockpit detailing is accurate right down to the Mark III turn-signal stalk (left of the steering wheel).

sion tooling.) The bundle-o'-snakes headers are manufactured in Michigan and coated by HPC, and can be ordered to fit Gurney heads, too. (For a well-turned example, see "The Wonder Years," *Specialty Car*, June '93.)

Sharp-eyed GT40 enthusiasts can, of course, immediately spot the differences between the repro and the original car, such as in the fiberglass. (It's actually *smoother* than the original rough-'n'-ready race car, and it features both Coremat and carbon fiber reinforcements.) Other differences include the center-mounted

gear shift lever (instead of being located on the outboard pod) and the Spicer U-joints that link the ZF box with the custom sliding-spline half shafts (replacing the crude-looking metalastic "rubber donut" on early cars). Despite these minor distinctions, it's amazing just how similar ERA's reproduction is to the authentic item. I speak from firsthand experience, having compared the red GT shown here with a few original GT40s that were on display (including chassis #1075, the winningest one of all) at the BMW Vintage Festival in Lime Rock Park, Connecticut.

After whetting my appetite crawling over the authentic item, I couldn't possibly refuse the opportunity to go out and hammer an exacting reproduction. (They sure aren't gonna let me drive an original.) ERA's Peter Portante and I squeezed into the cockpit confines for a



On the original GT40, gasoline often flowed down the side of the car at high speeds, so ERA added a second cap inside the original racing unit.

Sunday morning romp on the back roads of upstate Connecticut. Even though the roof line rises a mere 40 inches above the asphalt, the seating position is surprisingly comfortable. It's not as spacious as your average Barcalounger, but the semiprone seating position affords sufficient headroom for those of common stature, and rearward visibility is not bad with the mirrors in the right positions.

On the road, ERA's GT is a cruise missile set on search and destroy. It bombs into curves with utter fearlessness, hugging the terrain at triple the recommended speed limit. Steering feel from the MGB rack is taut and instant with no lag or wandering. Body roll is virtually nonexistent, yet the ride is not harsh. It does get a bit busy on frost-heaved pavement—you were expecting a cushy limo?—but no rattles develop. The car is as solid and stiff as billet aluminum.

The absence of a flat stretch of pavement prevented any timed runs with our Vericom unit, but ERA claims a 0-60-mph time of less than 5.0 seconds with a relatively mild engine and skidpad figure of 1.05 g. Braking distance is said to be 135 feet from 60-0 mph. We won't quibble with any of these numbers because the car is an outright joy to drive. Of course, for this sort of money, it'd better be.

The shifter requires a deft flick of the wrist, and I embarrassed myself a few times by stirring around in the ZF's unfamiliar pattern. However, once you find it and plant your right foot, the machine goes ballistic with a full-chested howl. Now this is a car.—Steve Temple

TORNADO TS40

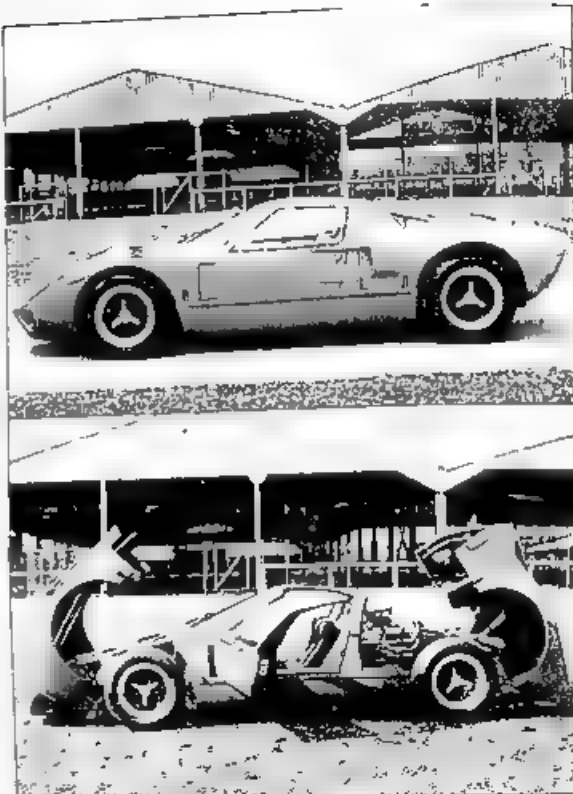
A Storm Of Performance Whirls Across The British Landscape

Thank one of our Canadian readers, Bob Needham of Richmond, British Columbia, for this feature. He wrote to inform us of our inadvertent omission of Tornado sports cars in a feature on GT40 replicas that we ran last year (January '93). You see, he is building a Tornado kit and has nothing but praise for the quality of the product and service. We promised to track down one to verify his claims. Now, after spending some time at the factory and checking out a demonstrator, we're glad Needham needed us into action.

20 KIT CAR

Tornado's GT40 Mk1 replica, called the TS40, certainly looks convincing enough, but it's when you get under the skin that you really can appreciate how painstaking its designers have been. Starting with the chassis, a mono-coque design similar to the original is available in either steel or lightweight aluminum (for competition use). Other original-spec items that can be ordered include a ZF gearbox, knock-off pin drive wheels in BRM or Halibrand styles, ventilated disc brakes with aluminum calipers, rose-jointed suspension and foam-filled sill-mounted aluminum fuel tanks.

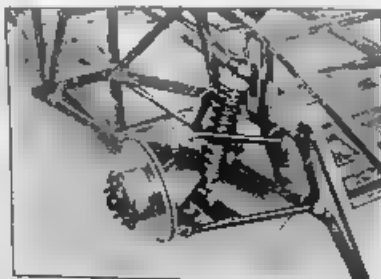
Naturally, this setup works out to be fairly expensive: roughly \$63,000 for a handcrafted, fully assembled vehicle, and \$37,000 for a kit. Tornado calls it "the ultimate component form GT40 replica." But truth be told, most customers are interested in the firm's more affordable, if somewhat less accurate, spaceframe model, which costs \$18,500 for the kit, and \$47,500 for a turn-key. The left-hand drive option adds only \$213 to the price. The basis of the TS40 is a fully triangulated (1½-inch and 1-inch square tube) spaceframe with all mountings and fixings already MIG-welded onto precision jigs. A competition version of this chassis comes with an integrated rollbar, four-point seat harness mounts and rose-jointed suspension. The suspension is of the same type as the original Ford GT40: double wishbones at the front, and at



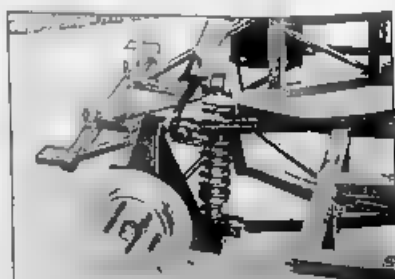
Opening up the low-slung bodywork reveals a compact assortment of high-performance hardware

the rear, lower reversed A-arms, single-top links and double-radius arms. For road use, the front end utilizes Ford Granada front uprights, discs and calipers, while the rear uses Granada Scorpio discs, calipers and handbrake cable. The springing is provided by coil-over adjustable shocks front and rear, which are custom-built for the car.

Every single item you could ever require to build a Tornado can be supplied from the factory, including those items which may be difficult to source in the United States. One example is the Renault 30 transaxle, the saving grace of all British mid-engine kit manufacturers. It can handle abundant amounts of power, is available with four or five gears, can still be bought new at a reasonable price



Suspension pieces consist of double A-arms at the front (left) and, at the rear (right), single top links and dual trailing arms.



and is proven and reliable.

The power it has to handle varies enormously. At the bottom end, it's possible to build a budget TS40 with a Rover/Buick 3.5-liter V8, but the more popular choice is the familiar small-block Ford 289 or 302 V8. The 302 is naturally the one to go for since it duplicates the spec of the original. Mark I. Tornado can supply new 285-bhp engines fitted with GT40 cylinder heads for that authentic touch. The factory claims that with a 302 engine and Renault 30 box-fitted, the TS40 will reach a top speed of 145 mph and accelerate from 0-60 mph in 5.0 seconds.

Next we come to the bodywork. Without a doubt, this is Tornado's strong suit. The finish of the fiberglass is smooth, strong and ripple-free. The roof center section and doors are both double-skinned and incorporate steel frames that help to ensure a good fit for the deeply indented doors—an essential point if you want to avoid getting wet from leaking apertures.

There is evidence of attention to detail: all over the body the recesses for all catches and the fuel filler are ready-molded, all edges are fully returned and holes that require trimming are pre-marked with clear-cutting lines in the molding process. As standard, the body shell comes in gray primer ready for painting, but a pre-colored gelcoat finish is available as an option. Lightweight and carbon fiber bodysheils can also be ordered.

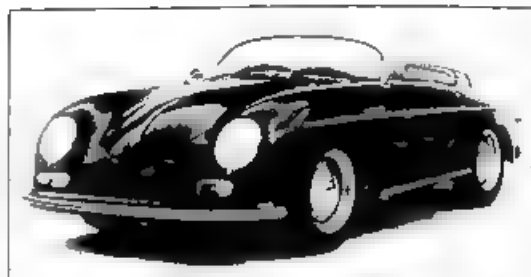
Inside the car, the painstaking reproduction continues. Tornado now manufactures many of the trim parts itself. The holed seats, toggle-switch dash and dials are all faithfully duplicated, although customers can specify their choices of color (the original GT40 had a uniformly drab black interior).

Driving the TS40 shows that some improvements have been made on the original car. The Ford was cursed with a very narrow cockpit and badly offset pedals. But both these failings have been corrected in the Tornado by the increased size of the footwells, which allows for relocation of the pedals for a better feel.

There was one other fault of the GT40. It was definitely not set up for tall drivers. Here, Tornado offers two different solutions. The first is a lower seat position with an optional "bhlster top" molding in the roof that provides extra headroom (the solution used on many genuine GT40s). The other variant is a removable door top panel that opens the roof to the elements in hot weather. Anyone who has driven a GT40 in the sum-

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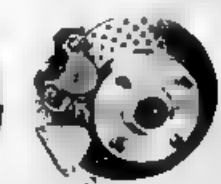


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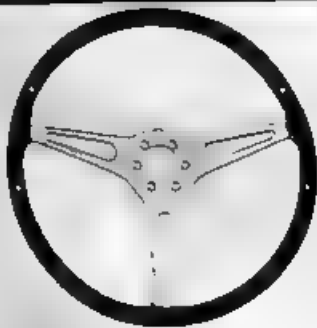
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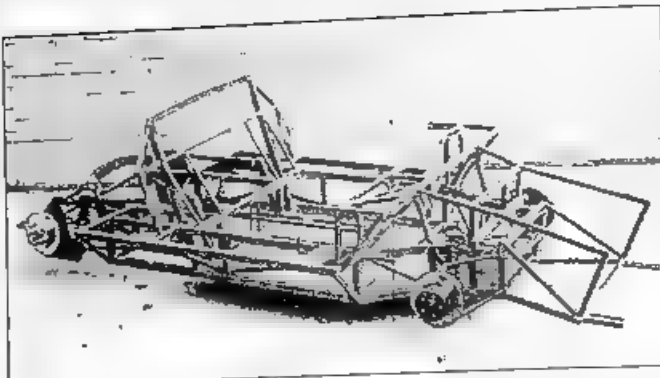
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Although a monocoque frame is available the triangulated tubular spaceframe shown here is a less expensive alternative.

mer will appreciate what the additional ventilation can mean. Air conditioning is a \$1460 option

One caution. One of the really big temptations of this kit is the amount of goodies available. You might go into it thinking you just want a few items and come out with several shopping carts full. Tornado's GT40 replicas span the whole spectrum, from the most basic to the ultra authentic racing machine. What you get in all cases, though, is an original-looking replica with irresistibly fine attention to detail.—Chris Rees

INTEGRITY KVA

Something Old, Something New...

Here's a paradox: Which GT40 replica is both a newborn and the ancestor of two GT40 kits? Answer: the Integrity KVA GT40. Even though it originally hails from England, it's now in the hands of U.S. owners who have substantially revised and improved the product. Kenneth Vincent Atwell, a Ford engineer by trade employed at the Swansea facility in England, developed the first KVA replica. Despite some good mold work and a thoroughly triangulated spaceframe, the initial product was hampered by a baffling engine choice, a 1600 Escort XR3. Fortunately, later models came properly equipped with the V8. This kit went on to inspire the development of the GTD40, which in turn prompted ERA to develop its GT replica. Although both of these latter kits are substantially different than the original KVA, they cannot lay claim to being the first on the block.

Meanwhile, businessman Jules Hoffman founded Integrity Coach Works in 1992 after becoming dis-

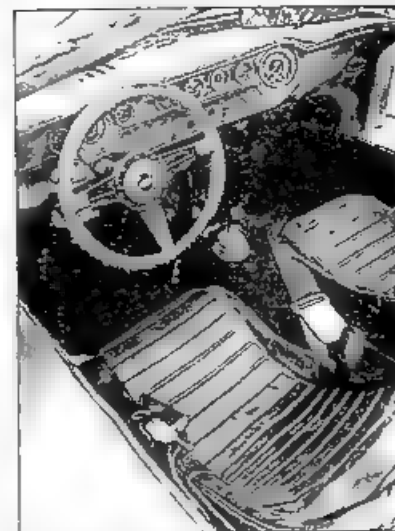
mayed while trying to obtain back-ordered parts for his personal kit car project. He started out importing Cobra replicas from South Africa and then decided to bring production in-house. He took a slightly different route with KVA, and he purchased all the tooling from Atwell. Not content to merely stamp out someone else's handiwork, Hoffman began tailoring the KVA kit for the U.S. market with an eye toward undercutting the price of all other GT40 kits available. As of this writing, the body and frame starter package can be ordered for \$21,995, but most customers have opted for the rolling chassis package priced at \$34,995. A Mark III replica is also in the works, priced substantially higher because of its limited availability.

Some of the modifications in the KVA kit included beefing up the tubular spaceframe and bolting on a red-blooded American Corvette suspension in the rear. It's not a direct swap, though. Coil-overs replace the transverse monoleaf and custom-fabricated halfshafts are used instead of the stock ones. A sway bar was not installed on the demo car, but for a stiffer, track-ready suspension, it can be fitted to the stock mounts on the Vette hub assemblies.

Other changes in the original KVA kit include honeycomb coring in the fiberglass body for sound and heat insulation, a top-mounted pedal assembly that allowed the frame to



Integrity KVA's replica features the twin-nostril vent outlet found on the original GT40 Mark I.



More work remained to be done on the interior of this test mule

be modified for more leg room, and a reconditioned Porsche 914 transaxle. Mating the German tranny with an American Ford 302 V8 requires a Kennedy adapter, flywheel and 2200 pound pressure plate (1600 pounds is standard). And to hook up the tranny's output shafts to the Corvette U-joints, Integrity has custom-fabricated a steel adapter. Also done in-house are the front's upper and lower chrome-moly tubular A arms and modifications on the kit's Caterpillar tractor radiator (well, as long as it works, why not?). Corvette brakes are used on all four wheels, with Chrysler screw-in ball joints for the front hubs, and it's steered by a TRW Mustang II rack.

Integrity deserves credit for sheer ingenuity in combining components from such disparate sources. The more important issue, though, is whether the whole is greater than the sum of its parts. Unfortunately, this review has to be qualified with the fact that the demo car was not totally finished in time for my visit and test drive. Integrity's crew thrashed all night to meet this issue's deadline, and for that they deserve a word of thanks, but I estimate the car still needed at least another few weeks' worth of dialing in and finish work. Fortunately, most of the remaining items were in the detail category, such as installing door gaskets, bundling wires and upholstering with authentic-style seat covers. I'll give Integrity the benefit of the doubt on this prototype, but I expect to see a more refined product the next time out.

That said, Integrity's replica does move out. Fed by a torquey 285hp Ford 302 with a Holley four-barrel

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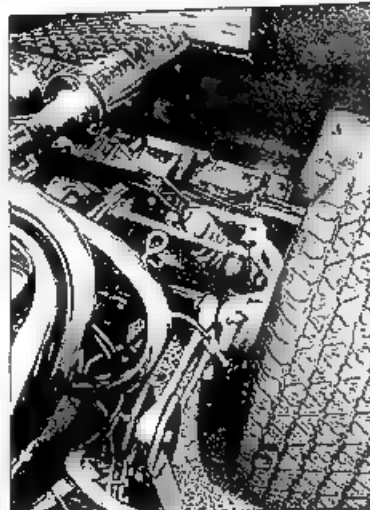
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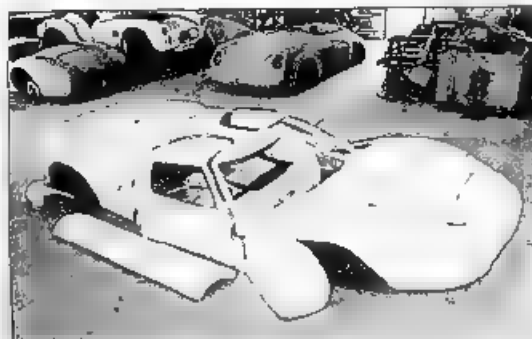
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Only the Corvette's aluminum alloy links are used. A sway bar can be added to stiffen the suspension for track duty.



Integrity's fiberglass body features honeycomb coring for sound and heat insulation. The firm also has molds for a Mark III body.

carb, the 914 tranny does require a gentle technique when engaging the clutch, but once it hooks up and you mash the throttle, the car takes off like a scalded dog. On a hot and humid Florida day, the Vericom recorded a 0-60 mph in a blistering 5.3 seconds, and I'm sure that could be quickened by several tenths on a cooler day and more time behind the wheel. The shift action was a bit balky and prevented speed shifting with confidence. As I said, this particular demo needed more shop time. The gauges were not hooked up, making it difficult to perform braking tests. However, suffice to say the car does stop quickly and smoothly.

As for handling, the steering column needed to be secured more tightly, and with 4.5 turns lock-to-lock on the wheel, the play was too generous for a car with such sporty lines. On hard-over cornering maneuvers I found my arms getting tangled up winding and unwinding the wheel. (Integrity says it has since replaced the rack with a quick-

ratio unit.) Also, during transitions the car shifted from understeer to oversteer too quickly, alternating between a sluggish and an abrupt response. The toe-in for the rear wheels was set at 0 degrees, which may have contributed to the tail-happy rear steering. In addition, the front tires were too small at P195 60R15 (compared to P265/50HR15s on the ERA GT). Integrity says both wheels and tires will be changed for a wider track and bigger contact patch, and the technicians are testing different toe-in settings. On the plus side, the ride is soft and compliant and appropriate for a variety of street conditions.

The Integrity replica is proof of concept. I'm encouraged by what the firm has accomplished thus far, and I see a lot of promise for this product. It's a decent replica for a decent price. On the other hand, if you're the type of customer who can afford a refined reproduction at a rarified cost, the ERA GT sets a lofty standard for GT40 replicas and an even loftier price point. Tornado offers the greatest range of choices, so the customer can tailor the kit to both his budget and performance requirements. Which one of these

three GT40s would I suggest buying? Whichever one you can afford —Steve Temple KC

SOURCES

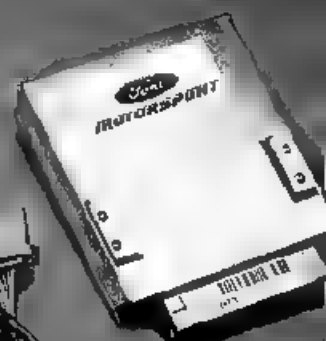
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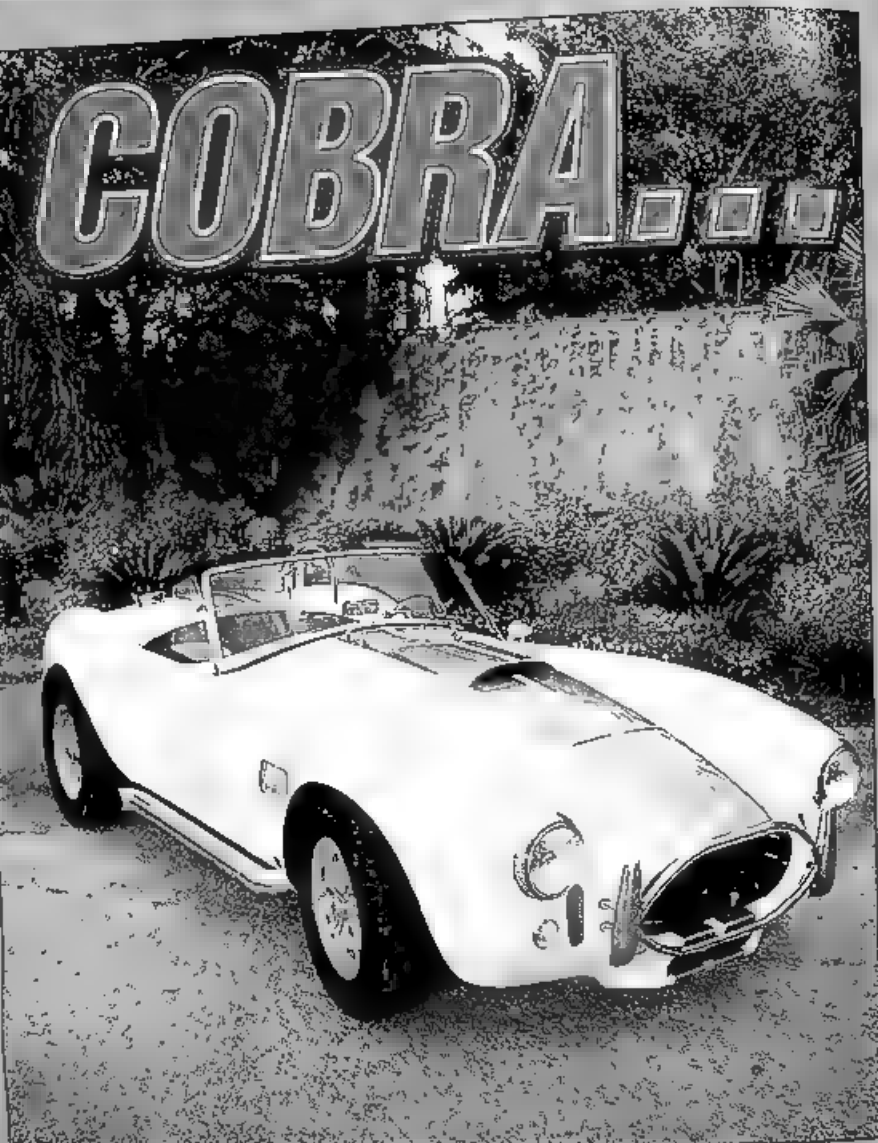
THE COBRA...

We Check Out Classic Motor Carriages' Replica Both On The Road And In The Assembly Shop

By Steve Temple

If you're the type who likes to skip to the last page of a whodunit novel to find out if it really was the butler who offered Mrs. Peacock with a candlestick in the library, then read on. However, if you prefer to stay in suspense then stop right now. That's because we reveal how a completed Cobra replica from Classic Motor Carriages rides and drives before we're done covering the buildup of the kit.

To put the finale in perspective, though, we should backtrack a bit. When we first covered the introduction of CMC's new Cobra replica ("Cobra In A Crate," November '92), we scrutinized it like Colombo grilling a suspect. And we found a few suspicious clues on the body, namely waves, ripples and a cloth transfer in the fiberglass gelcoat. We're glad to report, however, that the evidence was merely circumstantial. These flaws turned out to be simply teething problems of the prototype, and since then, later bodies we've gone over with a magnifying glass have been free of blemishes. Not only that, the finish is just about the deepest and creamiest gelcoat we've ever seen. That probably explains why most

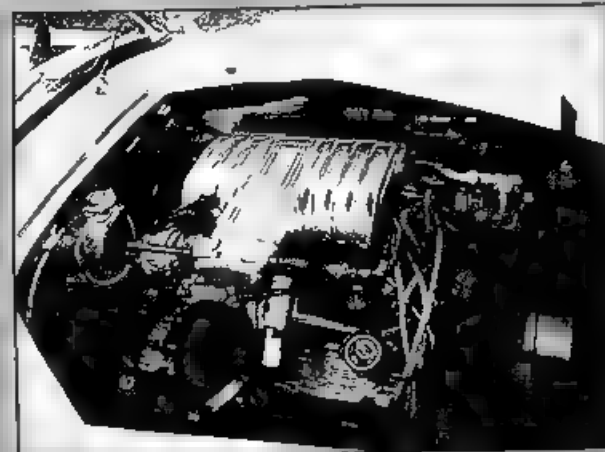
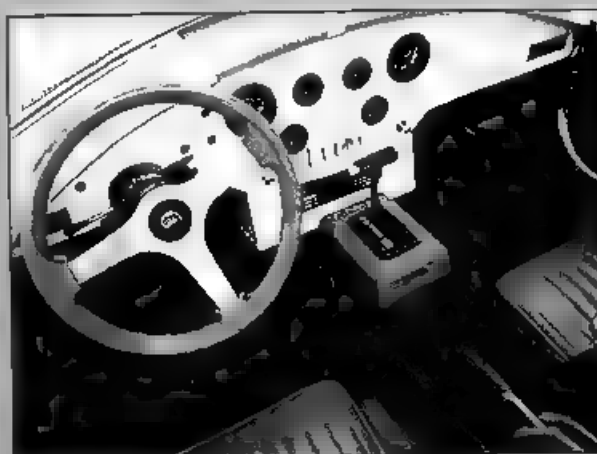


AND THE KIT



folks who buy CMC's Classic 427 don't bother to paint them, except perhaps to add some stripes.

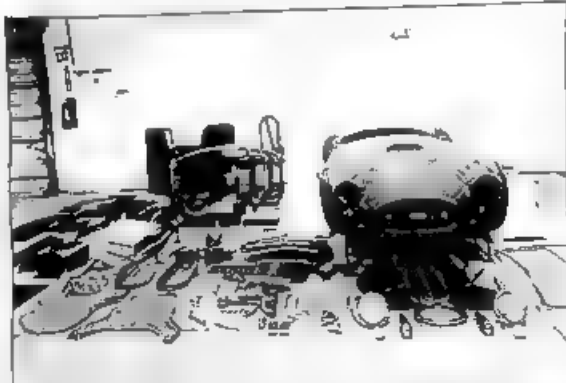
What's the verdict on the handling? After spending the better part of two days tooling around Miami, we couldn't find any serious—*ahem*—vices (okay, no more cop talk). The stock Mustang II front end furnishes forgiving understeer, suitable for steady highway cruising. Auto crossers will doubtlessly prefer a crisper turn-in, but this replica's strong suit is streetability. It takes the safe and sane approach and doesn't do anything weird or unexpected. Of course, if you want a more responsive helm, aftermarket suspension upgrades, such as tubular control arms with polyurethane bushings, are practical alternatives. And while you're at it, perhaps you'd be willing to sacrifice a little ride comfort and stiffen the spring rates for less squat and weight transfer when punching the throttle off the line. We noticed some tire rubbing in the fenderwells with the Ford 5.0-liter at full throttle. Fortunately, one of the



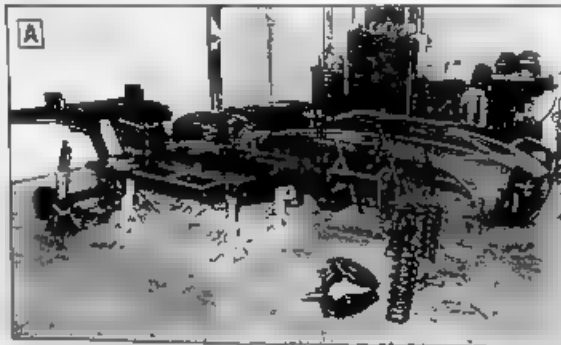
attractive things about this sort of kit is that you can set it up anyway you like, from mild to wild. For example, we have an abiding affection for big-block engines, and another thing we'd do if this were our kit is swap the street rod-style Vintage Instruments gauges in favor of some more authentic-looking Stewart-Warner units.

Now, about the buildup. Even if you aren't into Cobras, the first installment of this project, which appeared in our previous issue, is valuable to a wide range of kit car enthusiasts because we showed how to install the popular Mustang II front end ("Arms Control," November '93).

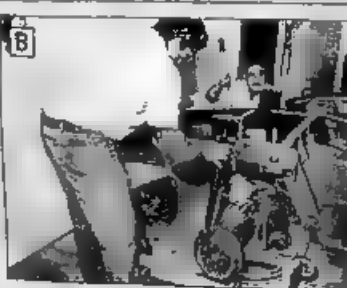
In this portion of the buildup, you should be able to glean several other tech tips, from installing a Ford 8.8-inch rear end (another common kit car component) to bolting on a brake system. So follow along. We've got a lot more in store for you. And no, the butler didn't do it. KC



1 To get an idea of just how many parts go into a typical kit, at CMC's 250,000-square foot factory we laid out most of what's required to complete it, excluding the drivetrain, wheels and tires. Note that several options were thrown in for good measure. The base package, without the extras goes for \$13,995 as of this writing.

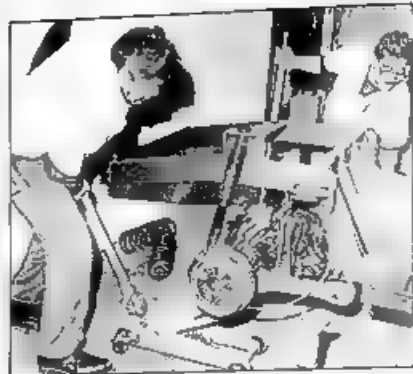


2 As mentioned above, we've already covered the installation of the Mustang II front end in our previous issue, so we'll pick up where we left off at Custom Cars By Robbie and show how to attach the 8.8-inch Ford live axle. As regular



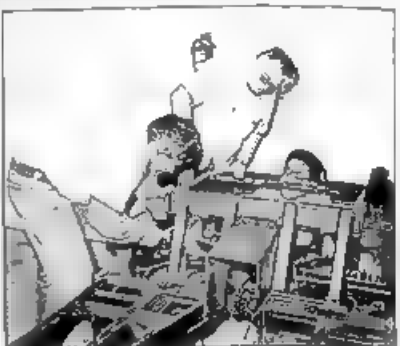
readers may recall, we first positioned the frame on jack-stands (A) and then bolted in the front end. Next we moved to the rear and placed the axle underneath the frame with some floor jacks to simplify lifting (B). The extended shocks were then located in the frame brackets and bolted in. The center section is a rebuilt 3.08:1 ratio Locker.

28 KIT CAR



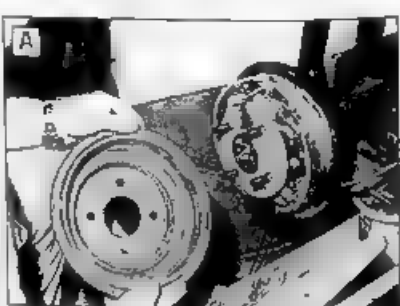
3 After the gas shocks were attached, the donor Mustang rear end assembly was raised into place by two floor jacks. This unit has two arms that attach to the top of the differential housing and two others that attach to the outer ends of the axle housing.

4 Shop owner Robbie Robinson (center) supervised the installation. There are eight bolts securing the assembly to the frame. All new rubber bushings have been installed in the arms, but for better handling, you might consider polyurethane bushings front and rear.



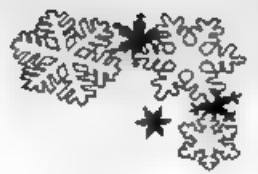
5 The rear springs, taken from a donor Mustang chassis, fit into the lower arm saddle and the frame bracket.

6 Prior to installation, the rear brakes were completely disassembled (A) and rebuilt with all new parts where needed. (For a more performance-oriented setup, rear disc brake conversion kits are available.) Brake drums have been turned to match new brake shoes (B). You should also rebuild the slave cylinders, and as long as you're at it, check the bearings and install new grease seals in the axle housing.



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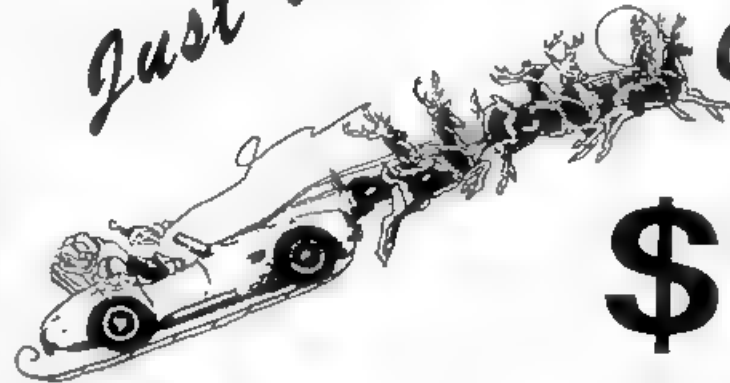
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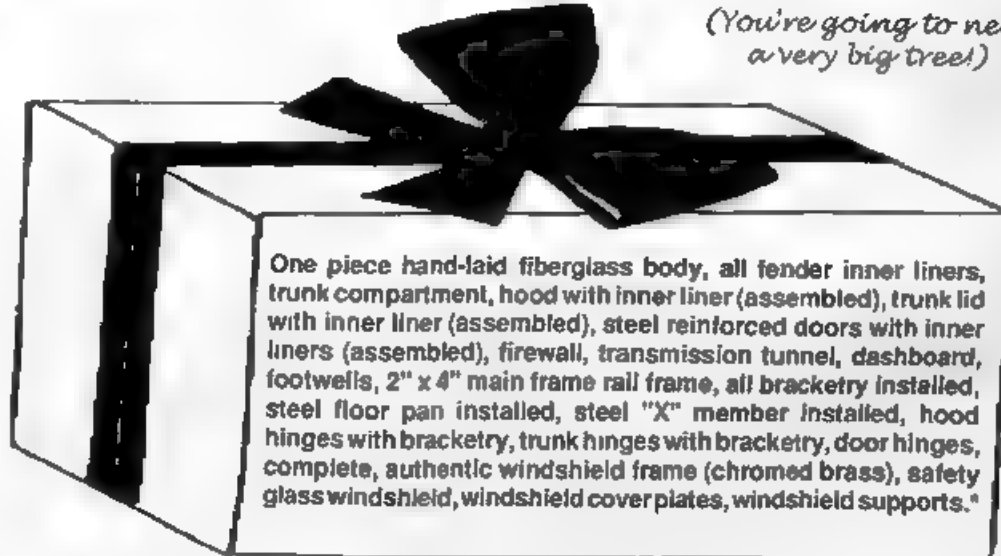
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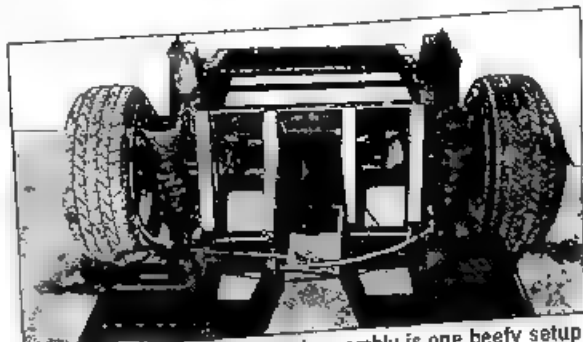
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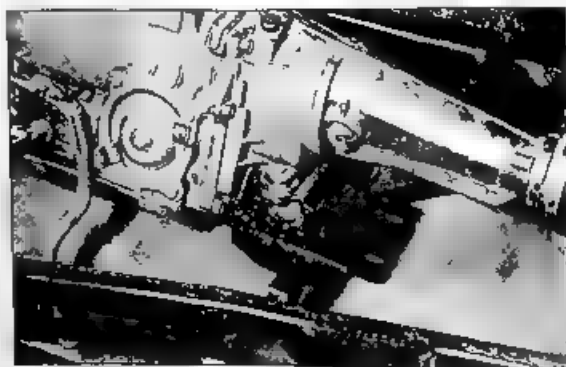
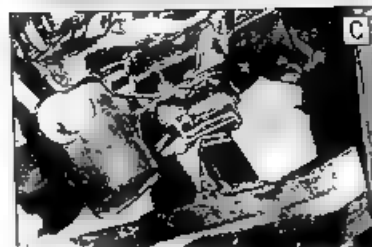
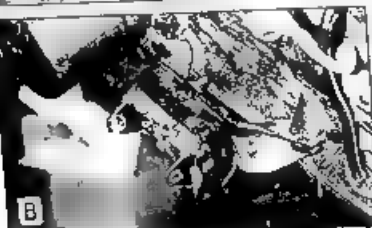
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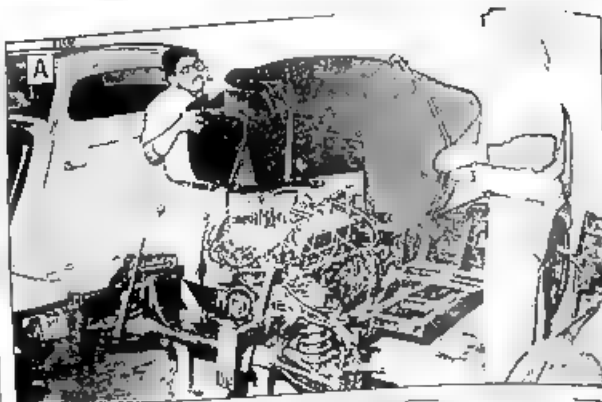
7 Once installed, the rear end assembly is one beefy setup. CMC didn't skimp on the square-tube members and bracing. Spring mounting boxes at the rear are 1/4-inch plate, and the frame is 1/2-inch wall, 2x4-inch square tube. All the welds looked very good.



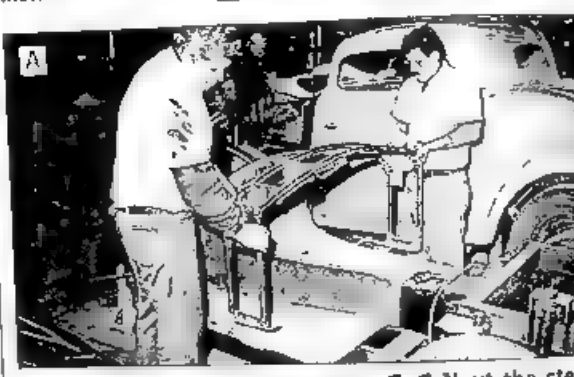
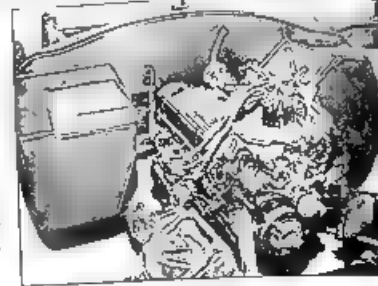
8 With the body off, lowering the Ford 302 engine and tranny into place (A) is fairly easy with a cherry picker. CMC's kit can also be ordered to accept a Ford big-block or Chevy engine as well. The new motor mounts (B) are from a '79 or later Mustang and they bolt right onto the frame (C). There's plenty of room for a full-size oil filter and the exhaust headers, too.



9 The transmission mounting flange has several holes to accommodate different types of manual and automatic units. This one is a stock Ford C4, 30 KIT CAR.



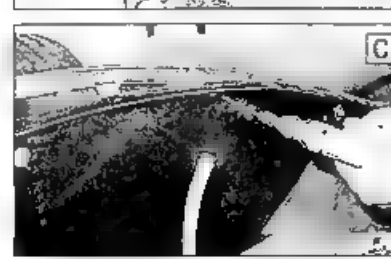
10 With the engine and tranny bolted in, the one-piece fiberglass firewall section (A) is fitted in place. Note the generous space between the engine and footwell (B) so a larger engine can be installed if desired.



11 Next the steering-column frame goes on. This unit also supports the dashboard, cowl and upper portion of the firewall. Angle iron feet on each side have bolt holes that align with pre-drilled holes in the framersails.



12 With the steering-column frame aligned with the mounting holes in the frame, we discovered the firewall was too far forward. We trimmed off the end of the transmission tunnel (A) and removed a small piece (B) to allow the firewall to move back against the cowl frame. An air-powered rotary saw makes jobs like this much easier.



13 After test-fitting the firewall section, we clamped the upper edge to the steering-column frame (A) and then used a pilot drill (B) to reach up and ream out the pre-drilled frame holes, locating the steering-column frame in position. With all the holes lined up, the firewall is bolted to the cowl frame (C).

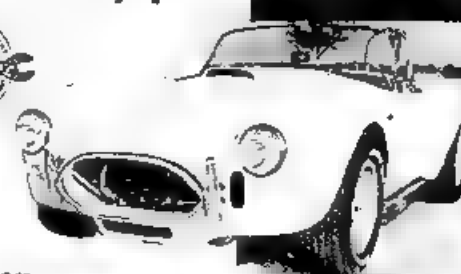


14 For easier installation, the left-side footwell bulkhead has the brake mounting plate's circular guide marks already molded in the ge coat. The plate is temporarily secured with two small guide bolts at the base of the bulkhead plate.



15 Using the proper size drill bit and a holesaw that fit the pre-drilled holes in the plate, we opened the holes on through the fiberglass firewall.

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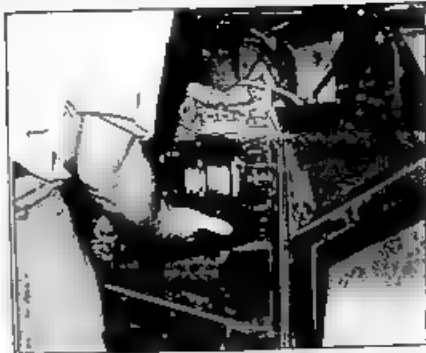
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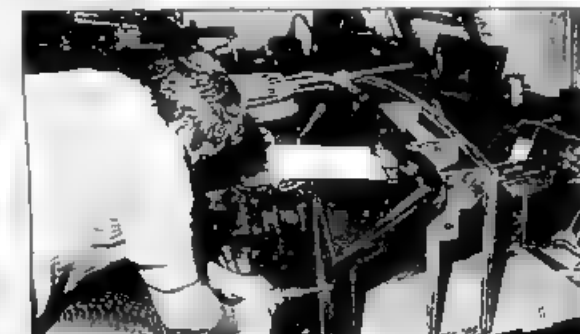
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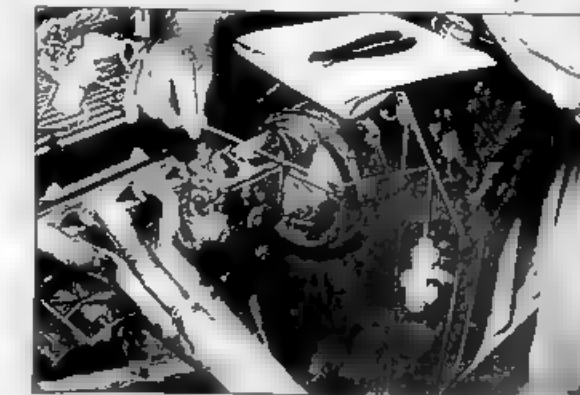
16 The vacuum brake booster and master cylinder assembly are from a '74 Mustang.



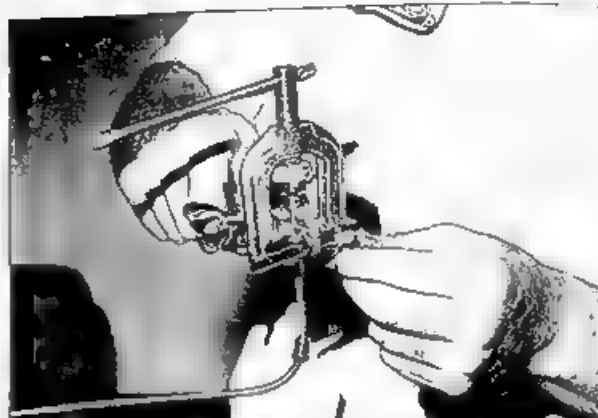
17 The unit slips into place very easily, and large washers are used inside the footwell for a larger contact area.



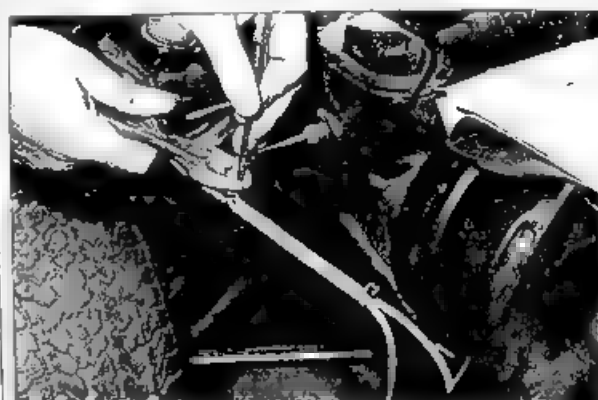
18 The proper proportioning valve must be used in this front-disc and rear-drum brake combination. For installation, we first drilled a mounting hole through the fiberglass firewall to locate the valve close to the master cylinder for brake line clearance inside the car body.



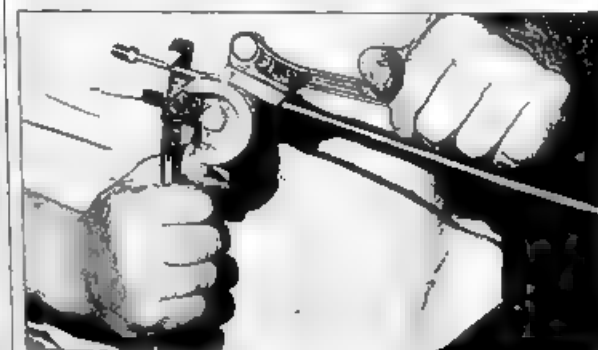
19 To simplify routing the brake lines, we first made a bending pattern with a welding rod or coat hanger wire, then used that as a guide for bending the tubing.



20 Steel brake line, unlike copper tubing, must be double-flared at all connections, and this requires a special tool.



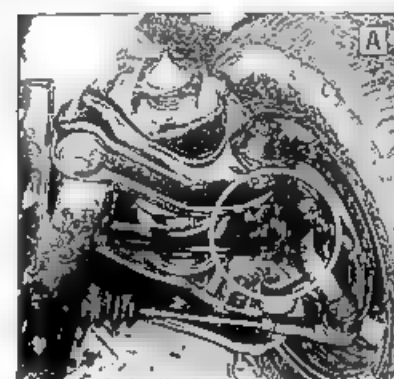
21 To dampen vibration, as well as for a neater appearance, use plastic tie wraps to hold the lines together.



22 This soft steel tubing (Bundyflex Part No. B340, 3/8-inch diameter in 40-inch lengths) can be bent by hand, but a tube-bending tool produces neater results.

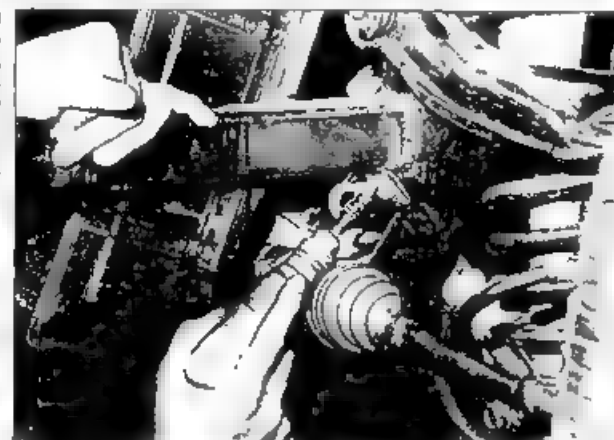


23 The flexible brake line from the frame to the wheel-mounted brake caliper is from the EIS Co. Brake Parts, Part No. SP5284 87G01.



24 The flexible hose (note circles) that runs from frame to caliper must not touch anything when the wheel moves from full left (A) to full right (B). Check for clearance; the location of the steel-to-flex line mounting bracket is very critical.

25 Once you determine the exact location for the brake line brackets provided with the kit, drill a hole for the mounting screw and attach to frame.



26 The final installation should route the steel brake lines neatly and smoothly from the master cylinder to the proportioning/metering block and then to the flexible hose. Note spacing of ties and small clamps that secure tubing to the frame. The tubing must not be routed under the frame or it may be damaged by road debris.

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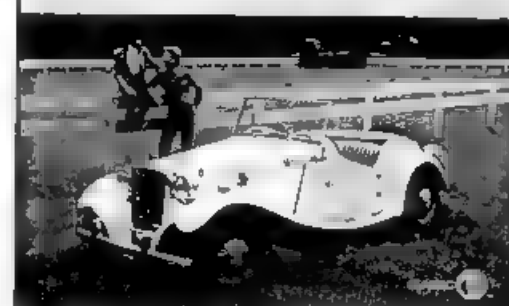
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AUSSIE JAG



**It's A Beauty, Mate—An Amazing XJ13
Repro Surfaces From Down Under**

By David Fetherston

On the all-time list of the most desirable exotics, certain Jaguars must not be excluded, especially the XJ13. As the race car that never raced, this V12-powered one-off factory prototype has a seductive aluminum body designed by Malcolm Sayer. It was developed

on weekends by Jaguar engineers during the mid-'60s, but became a victim of changes in the racing rules by the time of its completion in 1967. Sadly, during testing in 1971, when the car was exiting a corner at high speed, a rear wheel collapsed landing the car in the infield. The crumpled heap looked like a refugee from a demolition derby, and it was left to

gather dust in a warehouse for several years. A crew of Jaguar personnel, however, was not willing to let such a magnificent creature go to the recycler, and the car was eventually restored. It now resides in the Jaguar museum and occasionally appears on the car show circuits.

Fortunately, faithful homages to the XJ13 live on in replica form, one



PHOTOGRAPH BY DAVID FETHERSTON

from Proteus ("Have Breed," May '93 Specialty Car) another under development by Predator Performance (Specialty Scene, November '93) and a third you see here by John Wilson in Australia. A Jaguar fan by nature and a mechanical engineer by trade, he began researching the car several years ago and became enthralled with its history and design. He discovered that the XJ13 was an evolution of Jaguar's C and D Type sports racers and not of the E Type as some folks assume. This was a blood-and-guts race car for the likes of Le Mans, Sebring and Daytona but it used many Jaguar production components that helped to contain costs. Wilson saw the latter fact as a green light to create his own reproduction.

No part of this story happened overnight. Fortunately, in his youth Wilson had worked as a fitter, turning pieces of metal into component parts for engineering projects. He was also a hot rodder and built a series of street cars that kept the neighborhood awake late at night. These facets of his life, in addition to his formal training as an engineer, led him down the road to the XJ13 project. Along the way, Jaguar



In the no holds barred Targa Tasmania, Wilson's XJ13 replica ran all-out without a hitch.

granted him the rights to produce a copy as long as the company moniker did not appear on the body.

Taking into consideration that the replica would be street-driven, Wilson decided to make the aluminum monocoque chassis structurally stronger than original. (He claims that it's twice as rigid both torsionally and longitudinally.) Although it follows the original in concept, the chassis has also been modified for simpler fabrication and ease of assembly and maintenance.

In addition, his design does not use the body skin as a stressed member. Instead, the completed running chassis had been turned over to an English body shaper, Allen Standfield, who patiently hammered out the 39-inch-high aluminum form. It's exquisitely correct in every detail, save for the added louvers under the rear that help dissipate heat from the engine and exhaust system.

Wilson sourced the front and rear suspension from the E Type Jaguar, along with the engine, steering, brakes and instrumentation. To meet the strict Australian design rules for limited-produc-

tion automobiles, he added a collapsible steering column, mufflers and catalytic converters.

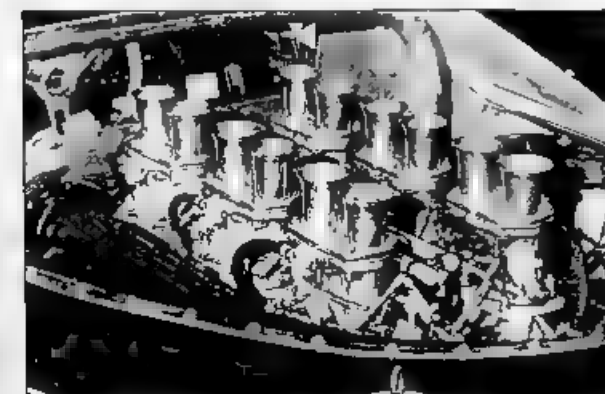
Wilson's attention to detailing comes sailing home at every glance and angle of the XJ13, including the five-spoke 15-inch wheels that were specially cast in England to match the originals. These are capped with Pirelli P 700 road tires. Instead of the 400hp 5.3-liter V12 on this initial model, the 10 limited-production cars will use a more powerful 6.0-liter V12 dual overhead cam engine, midmounted and bolted to ZF five-speed transaxles. This is (obviously) a car you drive fast. The cockpit is snug for two, but feels like you're flying in a tiny home built airplane without a canopy. Even though the vertical dash panel is inches from your face, the driving position is surprisingly comfortable, with the shifter positioned on the outboard side. As you sit semi-upright behind the wheel, you must steady your mind before you take hold of the beast by the tail. The engine fires up with a quick flick of the key concealed under the dash, and suddenly the music of power begins to pound into your skull from a few inches to the rear. Because the car has so little insulation, no top and very little interior trim, the aluminum tub transmits every mechanical noise and vibration.

Jump on the throttle and wind it out through the gears, and you immediately know two things. First, the car is very quick, and second, it's as close to a race car on the street as you're likely to find. The V12 in full-throated song is a sound you'll never forget, a mechanical symphony that makes your pulse quicken and adrenaline pump.

With the 5.3-liter engine, Wilson's XJ13 repro is said to be good for about 180 mph and capable of pulling 40 mph in first gear, 70 in



Everything in the cockpit is close at hand, with the shifter mounted on the outboard side.



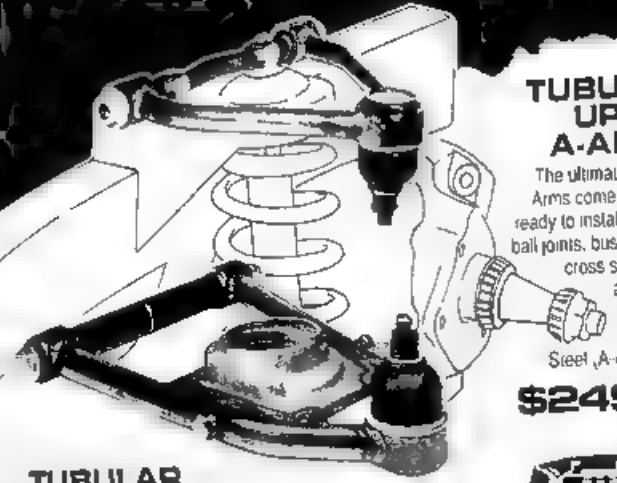
A dozen—count 'em—Weber horns sprout from the engine bay.

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38 KIT CAR



Wilson's monocoque chassis is not only stronger than on the original, it doesn't stress the aluminum skin.

Second and 110 mph in Third The 600hp 6.0-liter V12 should add about 20 mph to the top end emulating what the engineers originally anticipated the car would do at Le Mans.

For all its speed and quickness, the car is as easy to drive as an E Type, which is no doubt due to the donor car's modified torsion-bar suspension. The ride is amazingly compliant, yet crisp, and the steering is properly responsive for a race car reproduction.

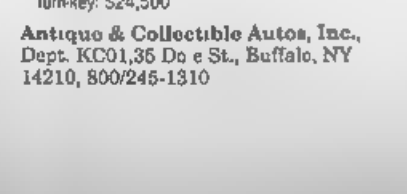
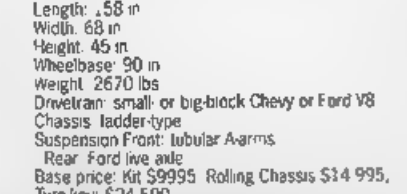
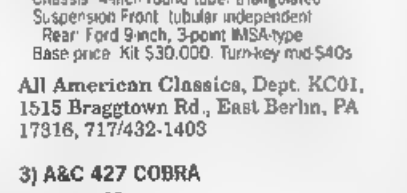
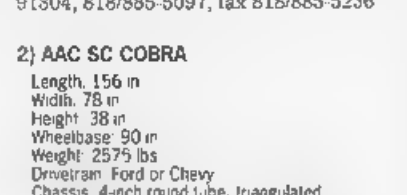
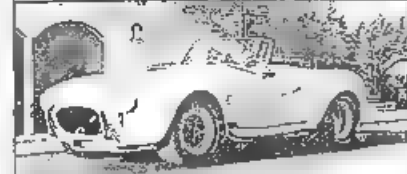
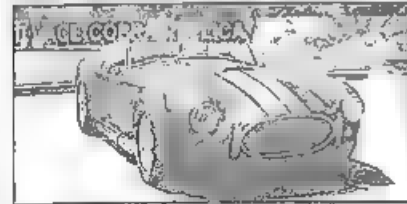
So far Wilson has run more than 10,000 miles of R&D testing that includes one 1400-mile open-road racing event—the Targa Tasmania—in which it ran faultlessly except for a blown headlight. This race is a new vintage-style event run on open roads over a five-day period. There are no speed limits, so you can imagine what sort of fun he had.

With only 10 reproductions being built at \$350,000 a crack, Wilson's XJ13 is only for those who are strong at heart (and deep in the pockets). Two have already been sold, with delivery due in a year. Although it took him nine years to bring his dream out into the light, this exacting reproduction of Jaguar's super-exclusive top-secret race car is beginning to appear in the hands of the public. Although still rare and pricey, the once unobtainable is now within reach.

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2) AAC SC COBRA

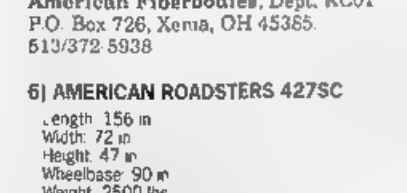
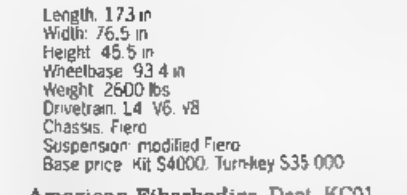
Length: 156 in
Width: 78 in
Height: 38 in
Wheelbase: 90 in
Weight: 2575 lbs
Drivetrain: Ford or Chevy
Chassis: 4-inch round tube, triangulated
Suspension Front: tubular independent
Rear: Ford 9-inch, 3-point MSA-type
Base price: Kit \$30,000, Turn-key mid-\$40s

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Chassis: ladder-type
Suspension Front: tubular A-arms
Rear: Ford live axle
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Suspension: custom with coil-overs
Base price: Kit \$13,200, Turn-key \$45,500

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Base price: Kit \$4000, Turn-key \$35,000

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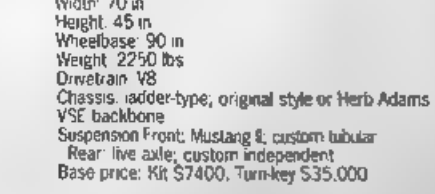
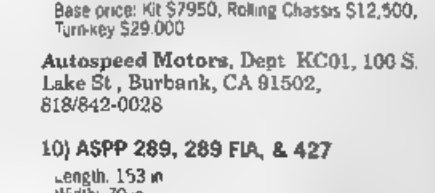
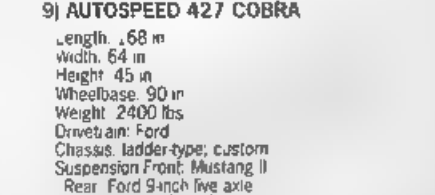
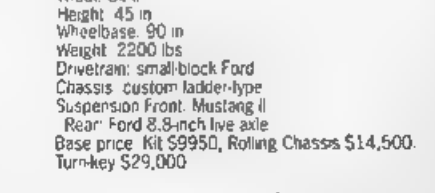
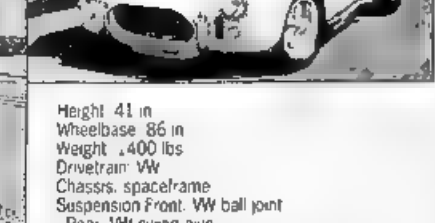
6) AMERICAN ROADSTERS 427SC

Length: 156 in
Width: 72 in
Height: 47 in
Wheelbase: 90 in
Weight: 2500 lbs
Drivetrain: Ford
Chassis: ladder-type; custom
Suspension Front: Mustang II
Rear: Ford live axle
Base price: Kit \$14,000, Turn-key \$32,000

American Roadsters, Dept. KC01, 937
E. Weber, Tempe, AZ 85281,
602/968-9284

7) AUTO CLASSICS 550

Length: 146 in
Width: 61 in



Height: 41 in
Wheelbase: 86 in
Weight: 1400 lbs
Drivetrain: VW
Chassis: spaceframe
Suspension Front: VW ball joint
Rear: VW swing axle
Base price: Kit \$6500, Turn-key \$18,000

Auto Classics International, Dept.
KC01, 125 W. Gemini Dr., Ste. E1
Tempe, AZ 85283, 602/730-6802

8) AUTOSPEED 289 FIA-USRRRC

Length: 168 in
Width: 64 in
Height: 45 in
Wheelbase: 90 in
Weight: 2200 lbs
Drivetrain: small-block Ford
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Ford 8.8-inch live axle
Base price: Kit \$9950, Rolling Chassis \$14,500,
Turn-key \$29,000

9) AUTOSPEED 427 COBRA

Length: 168 in
Width: 64 in
Height: 45 in
Wheelbase: 90 in
Weight: 2400 lbs
Drivetrain: Ford
Chassis: ladder-type; custom
Suspension Front: Mustang II
Rear: Ford 9-inch live axle
Base price: Kit \$7950, Rolling Chassis \$12,300,
Turn-key \$29,000

Autospeed Motors, Dept. KC01, 100 S.
Lake St., Burbank, CA 91502,
818/842-0028

10) ASPP 289, 289 FIA, & 427

Length: 153 in
Width: 70 in
Height: 45 in
Wheelbase: 90 in
Weight: 2250 lbs
Drivetrain: V8
Chassis: ladder-type; original style or Herb Adams
VSE backbone
Suspension Front: Mustang II; custom tubular
Rear: live axle; custom independent
Base price: Kit \$7400, Turn-key \$35,000

Auto Sport Performance Products
Dept. KC01, 1240 E. Gilbert Dr. #2,
Tempe, AZ 85281-2106, 602/966-9906



10) ASP 220-200 P-17



11) BECK VINTAGE 550 SPYDER

Length: 146 in
Width: 61 in
Height: 40 in
Wheelbase: 85 in
Weight: 1250 lbs
Drivetrain: VW or Porsche
Chassis: Porsche repro ladder-type
Suspension Front: VW
Rear: VW spring axle
Base Price: Kit \$5995, Turnkey \$21,500

Beck Development, Dept. KC01, 1531 W 13th Unit E, Upland, CA 91786, 909/981-3540

12) BENNETT COBRA

Length: 157 in
Width: 70 in
Height: 47 in
Wheelbase: 90 in
Weight: 2500 lbs
Drivetrain: Indy-style independent
Chassis: spaceframe
Suspension Front: custom
Rear: Indy-style independent
Base price: Kit \$5000, Rolling Chassis \$15,000, Turnkey \$60,000

Bennett Automotive, Dept. KC01, 3385 Enterprise, Hayward, CA 94545, 510/782-0705

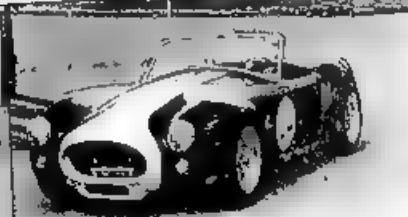
13) BLUE RAY III

Length: 88 in
Width: 73 in
Height: 49 in
Wheelbase: 90 in
Weight: 2700 lbs
Drivetrain: Mazda 929 modified
Chassis: monocoque
Suspension: custom independent
Base price: \$197,000

Blue Ray G.T. Engineering, Dept. KC01, 416 Woodline Dr., The Woodlands, TX 77386, 713/263-2000

14) BUTLER 427 COBRA

Length: 158 in
Width: 59.5 in
Height: 46 in
Wheelbase: 91 in
Weight: 2600 lbs
Drivetrain: 351/427 Ford
Chassis: custom
Suspension Front: modified MGB
Rear: Jaguar independent
Base price: Kit \$15,900, Rolling Chassis \$25,000, Turnkey \$65,000



12) BENNETT COBRA



13) BLUE RAY III



14) BUTLER 427 COBRA

Butler Racing, Inc., Dept. KC01, 103 Santa Felicia Dr., Goleta, CA 93117, 805/685-3535

15) CAMBIANO

Length: 167 in
Width: 70 in
Height: 49 in
Wheelbase: 93.5 in
Weight: 2800 lbs
Drivetrain: Ford 302 V8 or supercharged V6

Cambiano Motor Co., Dept. KC01, 110 Amity Cir., Belmont, NC 28012, 704/392-1134

16) CARDIAC COBRA

Length: 158 in
Width: 70 in
Height: 44 in
Wheelbase: 92 in
Weight: 2550 lbs (big-block)
Drivetrain: small- or big-block V8
Chassis: 5x2-inch main rails, X-brace
Suspension Front: Mustang II, custom
Rear: Ford 9-inch, Jaguar
Base price: Kit \$7000, Aluminum body: call for quote

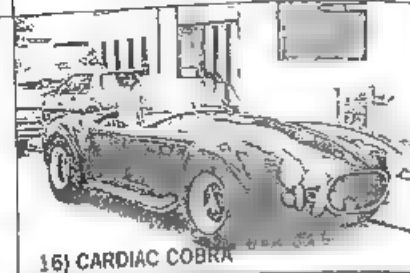
Cardiac Cobra Sportscars Ltd., Dept. KC01, 1523 Columbia St. North Vancouver, B.C. V7J 1A3, Canada, 604/987-6350

17) CARTER'S COBRA

Length: 156 in
Width: 68 in
Height: 49 in
Wheelbase: 90 in
Weight: 2550 lbs
Drivetrain: small- or big-block Ford or Chevy
Chassis: custom
Suspension Front: Mustang II, custom
Rear: solid axle with DeDion link
Base price: Kit \$8000, Rolling Chassis \$15,000, Turnkey \$39,000



15) CAMBIANO



16) CARDIAC COBRA



17) CARTER'S COBRA

Carter's Conversions Ltd., Dept. KC01, P.O. Box 245, Inlay City, MI 48444, 313/724-2333

18) C&C S-EXOTIC

Length: 168.4 in
Width: 78.9 in
Height: 42 in
Wheelbase: 98.5 in
Weight: 2750 lbs
Drivetrain: GM 350/454 (available in turbo)
Chassis: custom, NASCAR tube specs
Suspension Front: custom coil-overs
Rear: independent with coil-overs
Base price: Kit \$23,000, Rolling Chassis \$42,500, Turnkey \$60,800

C&C Service & Performance Centers, Dept. KC01, Route 940 & Township Rd., Pocono Summit, PA 18346, 717/839-8177, fax 717/839-3961

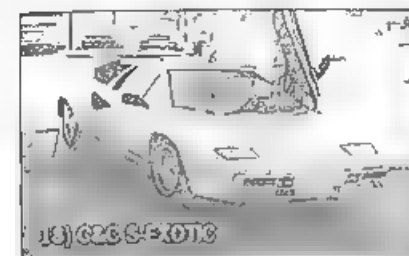
19) CLASSIC GLASS PRO SPLIT WINDOW

Length: 172 in
Width: 68 in
Height: 48 in
Wheelbase: 98-103 in
Weight: 2200-2600 lbs
Drivetrain: small- or big-block Chevy
Chassis: custom spaceframe
Suspension Front: Mustang II
Rear: Ford 9-inch, independent, custom; fab moly, coil-over, 4-link
Base price: Kit \$7500-50,000, Rolling Chassis \$30,000-75,000, Turnkey \$50,000-150,000

Classic Glass, Dept. KC01, 3820 Michigan Ave., Clinton, MI 49236, 517/456-4061

20) CLASSIC COBRA

Length: 160.5 in
Width: 69 in
Height: 46 in
Wheelbase: 90 in
Weight: 2480 lbs
Drivetrain: small-block Ford



18) C&C S-EXOTIC



19) CLASSIC GLASS PRO SPLIT WINDOW



20) CLASSIC COBRA

Chassis: ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 or newer live axle
Base price: call for quote

Classic Motor Carriages, Dept. KC01, 16650 N.W. 27th Ave., Miam., FL 33054, 800/252-7742

21) CONSULIER II LX HAMMERHEAD

Length: 172 in
Width: 72 in
Height: 42 in
Wheelbase: 100 in
Weight: 1850-2050 lbs
Drivetrain: Chrysler turbo inline-4 or buyer's choice
Chassis: composite monocoque
Suspension Front: rocker arm
Rear: custom independent

22) CONSULIER INTRUDER

Length: 178 in
Width: 77 in
Height: 42 in
Wheelbase: 107 in
Weight: 2390 lbs
Drivetrain: Mid-mount 300hp+ Corvette V8
Chassis: advanced composite monocoque
Suspension: Independent 4-wheel
Base price: Turnkey \$84,500

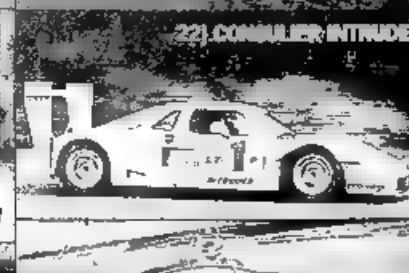
Consulier Automotive, Dept. KC01, 2391 Old Dixie Hwy., Riviera Beach, FL 33404, 800/551-0623, 407/842-2492

23) CONTEMPORARY 427 SC ROADSTER

Length: 157 in
Width: 68 in
Height: 46 in
Wheelbase: 90 in
Weight: 2450 lbs
Drivetrain: Ford or GM V8
Chassis: ladder-type
Suspension: Jaguar
Base price: Kit \$8495-16,999, Rolling Chassis \$5595 additional, Turnkey \$46,500



21) CONSULIER II LX HAMMERHEAD



22) CONSULIER INTRUDER



23) CONTEMPORARY 427 SC ROADSTER

24) CONTEMPORARY DAYTONA COUPE

Length: 171 in
Width: 70 in
Height: 46.5 in
Wheelbase: 90 in
Weight: 2510 lbs
Drivetrain: 289/351W Ford
Chassis: ladder-type
Suspension Front: custom torsion bar
Rear: Jaguar independent
Base price: \$66,500 (less engine, trans., and paint)

25) CONTEMPORARY GT ROADSTER

Length: 173 in
Width: 57 in
Height: 50 in
Wheelbase: 102 in
Weight: 2550 lbs
Drivetrain: 302 H.O. Ford V8
Chassis: backbone
Suspension Front: Jaguar-style coil-over
Rear: Jaguar independent
Base price: Turnkey \$65,000

Contemporary Classic Motor Car Co., Dept. KC01, 116 Hoyt Ave., Mamaroneck, NY 10543, 914/381-5678, fax 914/381-1953

26) C.A.D. PATRIOT

Length: 173.5 in
Width: 74 in
Height: 45.5 in
Wheelbase: 93.4 in
Weight: 2800 lbs
Drivetrain: Fiero
Chassis: modified Fiero
Suspension Front: Fiero
Rear: Fiero/transaxle
Base price: Kit \$7995, Turnkey \$85,000

Corbett Automotive Design, Dept. KC01, 1228 W. Maple Ave., Lompoc, CA 93436, 805/737-4470

27) CTX COBRA

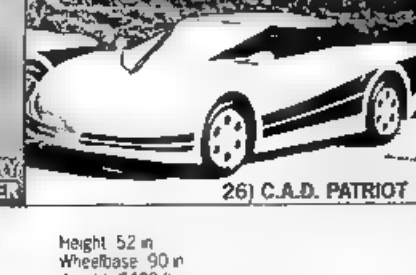
Length: 162 in
Width: 71.5 in



24) CONTEMPORARY DAYTONA COUPE



25) CONTEMPORARY GT ROADSTER



26) C.A.D. PATRIOT

Height: 52 in
Wheelbase: 90 in
Weight: 2430 lbs
Drivetrain: Ford V8
Chassis: modified ladder-type
Suspension Front: upper/lower alloy A-arms
Rear: Corvette
Base price: call for quote, Turnkey: call for quote

Pro Am Parts & Accessories, Dept. KC01, 6126 Richmond Rd., Houston, TX 77057, 800/847-5712

28) D&D GRAND SPORT REPLICA

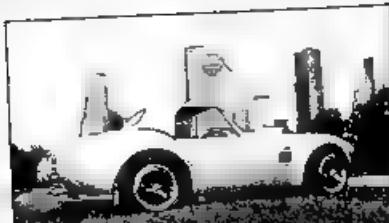
Length: 172.8 in
Width: 72 in
Height: 47.5 in
Wheelbase: 98 in
Weight: 2100 lbs
Drivetrain: small- or big-block Chevy; 4-speed or auto trans
Chassis: ladder-type; '63-'82 Corvette
Suspension Front: '84-'87 Corvette
Rear: Corvette independent
Base price: Kit \$14,900, Rolling Chassis \$23,000, Turnkey \$42,000

D&D Corvette, Dept. KC01, 1985 Manchester Rd., Akron, OH 44314, 216/745-2544

29) DECUIR COBRA

Length: 156.5 in
Width: 71 in
Height: 48 in
Wheelbase: 91 in
Weight: n/a
Drivetrain: Ford or Chevy V8
Chassis: spaceframe
Suspension Front: custom tubular
Rear: custom independent with Ford T-Bird differential
Base price: Kit \$25,000, Turnkey \$40,000

DeCuir Motor Co., Inc., Dept. KC01, 1525 Third St., Ste. H, Riverside, CA 92507, 714/276-9843



27) D&D COBRA



28) D&D GRAND SPORT REPLICA

30) EAE/GT

Length: 164 in
Width: 78 in
Height: 42 in
Wheelbase: 98.4 in
Weight: 3000 lbs
Drivetrain: transverse V8
Chassis: semi-monocoque
Suspension Front: fabricated A-arms with coil-overs
Rear: Fiero subframe
Base price: Kit \$16,950

Easton Armstrong Engineering, Dept. KC01, P.O. Box 801501, Houston, TX 77280-1501, 909/944-2401

31) ELEGANT MOTORS ATTACK ROADSTER

Length: 168 in
Width: 72 in
Height: 49 in
Wheelbase: 98 in
Weight: 2900 lbs
Drivetrain: Corvette
Chassis: Corvette
Suspension: Corvette
Base price: Kit \$12,000
Rolling Chassis \$18,000, Turn-key \$40,000

32) ELEGANT MOTORS CHEETAH

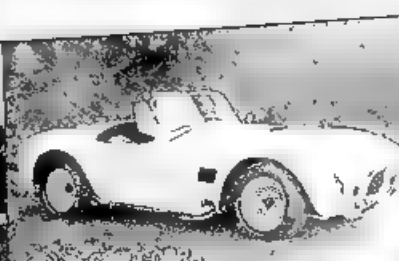
Length: 137 in or 145 in
Width: 70 in
Height: 43 in
Wheelbase: 90 in (or 98 in)
Weight: 2500 lbs
Drivetrain: Corvette
Chassis: ladder-type Corvette
Suspension: Corvette
Base price: Kit \$10,000, Rolling Chassis \$15,000, Turn-key \$60,000

33) ELEGANT MOTORS COBRA

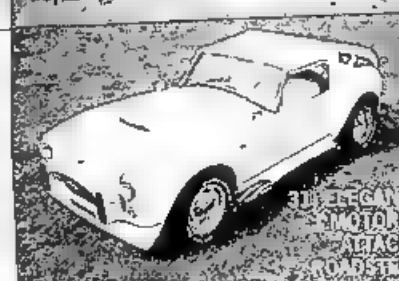
Length: 160 in
Width: 72 in
Height: 50 in
Wheelbase: 90 in
Weight: 2600 lbs
Drivetrain: Ford or GM
Chassis: ladder-type Corvette
Suspension Front: Mustang II, Jaguar, Corvette
Rear: Ford live axle, Corvette, Jaguar
Base price: Kit \$6500, Rolling Chassis \$12,500, Turn-key \$30,000

34) ELEGANT MOTORS MAGNA S

Length: 168 in
Width: 80 in
Height: 43 in
Wheelbase: 99 in
Weight: 3200 lbs



30) EAE/GT



Drivetrain: GM or V12 Jaguar
Chassis: spaceframe
Suspension: late-model Corvette
Base price: Kit \$5995, Rolling Chassis \$17,995, Turn-Key \$60,000

Elegant Motors, Dept. KC01, P.O. Box 30168, Indianapolis, IN 46230
317/253-9898

35) ERA 427SC COBRA

Length: 156 in
Width: 68 in
Height: 49 in
Wheelbase: 90 in
Weight: 2550 lbs
Drivetrain: Ford V8
Chassis: ladder-type with X-brace
Suspension Front: custom upper/lower control arms
Rear: Jaguar independent
Base price: Kit \$17,900, Rolling Chassis under \$25,000, Turn-key \$41,000

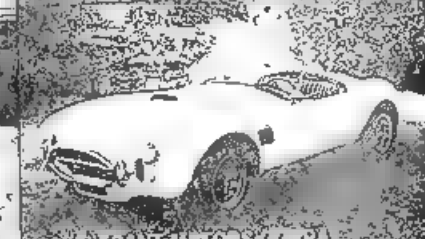
36) ERA GT MK I

Length: 165 in
Width: 70 in
Height: 40.5 in
Wheelbase: 95 in
Weight: 2400 lbs
Drivetrain: small-block Ford with 2F transaxle
Chassis: monocoque
Suspension Front: custom A-arms
Rear: custom independent
Base price: Kit \$49,900, Rolling Chassis \$65,900, Turn-key \$119,000

Era Replica Automobiles, Dept. KC01, 608-612 E. Main St., New Britain, CT 06051, 203/224-0253, 203/229-7968

37) EURO-WORKS MIRAGE S

Length: 168 in
Width: 80 in
Height: 43 in
Wheelbase: 98.5 in
Weight: 2200 lbs



33) ELEGANT MOTORS CHEETAH



Drivetrain: V8
Chassis: spaceframe semi-monocoque: Fiero donor
Suspension Front: late-model Corvette/Fiero
Rear: custom live axle or independent, Fiero K member
Base price: Kit \$4995, Turn-Key: call for quote

Euro-Works, Dept. KC01, 2106 Patricia Dr., Kettering, OH 45429, 513/293-6834

38) EVERETT-MORRISON COBRA 427 SC

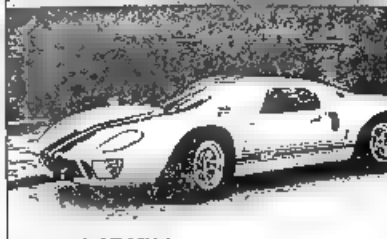
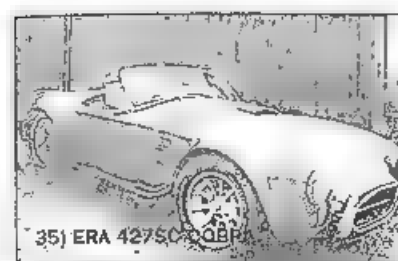
Length: 157 in
Width: 71.5 in
Height: 52 in
Wheelbase: 90 in
Weight: 2500 lbs
Drivetrain: Ford or Chevy V8
Chassis: ladder-type
Suspension Front: Mustang II, Jaguar, Corvette
Rear: 8.8- or 9-inch Ford live axle, Corvette or Jaguar independent
Base price: Kit \$14,654, Turn-key \$31,640

Everett-Morrison Motorcars, Dept. KC01, 5137 W. Clifton St., Tampa, FL 33634 813/887 5885

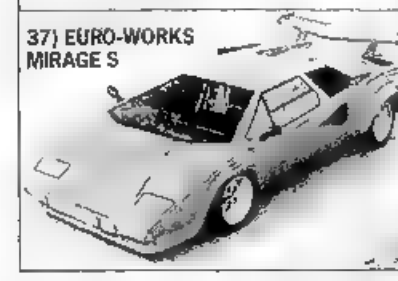
39) ROSSI 9000

Length: 175.5 in
Width: 77.4 in
Height: 44 in
Wheelbase: 100.65 in
Weight: 3050 lbs
Drivetrain: LT1 Chevy
Chassis: modified Fiero
Suspension: modified Fiero
Base price: Kit \$6800, Turn-key: \$53,000

Exclusive Motor Cars, Dept. KC01, 10400 Milford Dr., Richmond, British Columbia, Canada, V7A4J7, 604/272-7919



36) ERA GT MK I



37) EURO-WORKS MIRAGE S

40) EXOTIC ENTERPRISES 5000 GT

Length: 165.4 in
Width: 83 in
Height: 41-43 in
Wheelbase: 93.4 in
Weight: 2600 lbs
Drivetrain: L4, V6, or V8 LT1
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$4999, Rolling Chassis \$16,000, Turn-key \$29,000

Exotic Enterprises, Dept. KC01, 459 Model ne Ave., Garfield, NJ 07026, 201/956-7570

41) FERRET

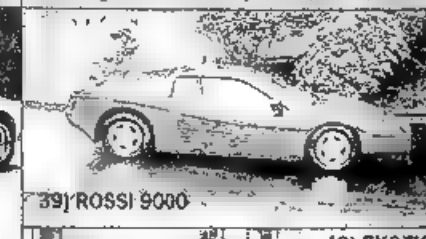
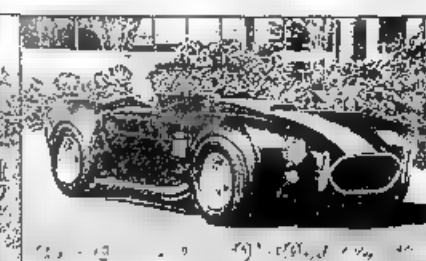
Length: 171 in
Width: 67 in
Height: 44 in
Wheelbase: 101 in
Drivetrain: 300hp 5.7L Chevy
Suspension Front: custom racing-type
Rear: GM X-Body
Base price: Turn-Key: \$35,000

Ferret Corp., Dept. KC01, 257 E. 32nd St., Holland, MI 49423 616/392-4909

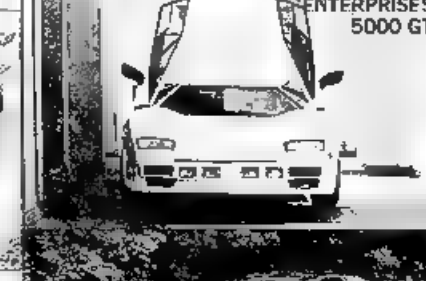
42) FIBERFAB COBRA

Length: 160.5 in
Width: 69 in
Height: 46 in
Wheelbase: 90 in
Weight: 2480 lbs
Drivetrain: small-block Ford
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Mustang 79 and newer live axle
Base price: call for quote

FiberFab, Dept. KC01, 7601 N. Federal Hwy., Ste. 150 A, Boca Raton, FL 33487, 800/328-5671



39) ROSSI 9000



41) FERRET

43) FCA 427SC

Length: 153 in
Width: 71 in
Height: 47 in
Wheelbase: 90 in
Weight: 2150 lbs
Drivetrain: Ford or Chevy
Chassis: ladder-type
Suspension Front: Mustang II with coil-overs
Rear: Ford live axle, Corvette independent
Base price: Kit \$7995, Rolling Chassis \$12,995, Turn-key \$26,395

Frank's Classic Autos, Inc., Dept. KC01, 3650 Dundee Rd., Winter Haven, FL 33884, 813/324-8485, 800/537-4146

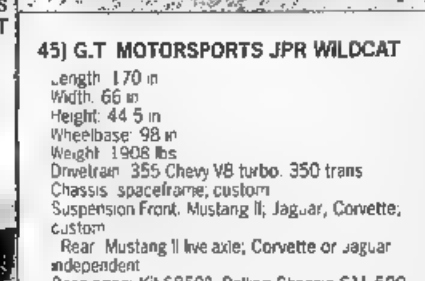
44) GTD40 MK I & MK II

Length: 164.5 in
Width: 70 in
Height: 40.5 in
Wheelbase: 95 in
Weight: 2400 lbs
Drivetrain: 302 Ford, Renault 5-speed transaxle
Chassis: spaceframe
Suspension Front: GTD
Rear: custom-built by GTD
Base price: Kit \$43,000 less tires and motor

GT Development, Dept. KC01, 15 Balena Close, Creekmoor Trading Estate, Poole Dorset BH177DB, England, 0202 694861, fax 0202 604684



42) FIBERFAB COBRA



45) G.T. MOTORSPORTS JPR WILDCAT
Length: 170 in
Width: 66 in
Height: 44.5 in
Wheelbase: 98 in
Weight: 1908 lbs
Drivetrain: 355 Chevy V8 turbo, 350 trans
Chassis: spaceframe, custom
Suspension Front: Mustang II, Jaguar, Corvette, custom
Rear: Mustang II live axle, Corvette or Jaguar independent
Base price: Kit \$8500, Rolling Chassis \$11,500, Turn-Key \$20,000

46) HARDY MOTORS GTD40 MK I & MK II

Length: 164.5 in
Width: 70 in
Height: 40.5 in
Wheelbase: 95 in
Weight: 2250 lbs
Drivetrain: 302 Ford, Renault 5-speed transaxle
Chassis: custom spaceframe
Suspension Front: custom A-arm
Rear: custom independent
Base price: Kit \$44,000, Turn-Key: \$79,500

Hardy Motors, Dept. KC01, 156 N Broad St., Mooresville, NC 28115, 704/663-3930

47) HARRIS SRT 9000

Custom spaceframe or late-model Corvette or Fiero
Base price: call for quote

Harris Engineering, Dept. KC01, P.O. Box 885192, San Francisco, CA 94188, 415/469-8966, 505/473-4777

48) HERITAGE COBRA

Length: 165 in
Width: 72 in
Height: 42 in
Wheelbase: 90 in
Weight: 2380 lbs
Drivetrain: small- or big-block Ford or Chevy
Chassis: K- & X-braced rectangular tube
Suspension Front: tubular A-arm
Rear: 9-inch narrowed with coil-overs
Base price: Kit \$9950, Turn-key: \$32,000



44) GTD40 MK I & MK II



45) G.T. MOTORSPORTS JPR WILDCAT

49) HERITAGE SAETTA

Length: 170 in
Width: 79 in
Height: 42 in
Wheelbase: 98 in
Weight: 2450 lbs
Drivetrain: small-block Chevy V8
Chassis: spaceframe for custom or Fiero components, stretched Fiero with stock Fiero suspension
Base price: Kit \$6500

Heritage Automotive & Fiberglass Replicar Bodies Ltd., Dept. KC01,
14141 S. Harrison, Posen, IL 60469,
708/385-0031

50) HI-TECH 427

Length: 157 in
Width: 70 in
Height: 47 in
Wheelbase: 90 in
Weight: 2690 lbs
Drivetrain: big-block V8
Chassis: ladder-type, 4-inch round tube
Suspension Front: independent coil-overs
Rear: independent coil-overs, 9-inch Ford, or Salisbury center section
Base price: (fiberglass body, fiberglass interior panels, and fenderwell panels) Kit: \$20,925, Rolling Chassis \$27,900, Turnkey \$49,900

51) HI-TECH 427 S/C Q

(Same as 427)
Weight: 2590
Base price: (fiberglass body, aluminum interior panels, and fenderwell panels) Kit: \$27,925, Rolling Chassis \$34,900, Turnkey \$58,900

52) HI-TECH COMP 427A

(Same as 427)
Weight: 2490
Base price: (aluminum body, aluminum interior panels, and fenderwell panels) Kit: \$49,925, Rolling Chassis \$56,900, Turnkey \$89,000

53) HI-TECH REPLICA 289G FIA

Length: 156 in
Width: 66 in
Height: 47 in
Wheelbase: 90 in
Weight: 2300 lbs
Drivetrain: small-block V8
Chassis: ladder-type, 3-inch round tube
Suspension Front: independent leaf spring
Rear: independent leaf spring, 9-inch Ford, or Salisbury center section
Base price: fiberglass body, aluminum interior panels, and fenderwell panels) Kit: \$26,900, Rolling Chassis \$34,900, Turnkey \$49,900

54) HI-TECH REPLICA 289A FIA

(Same as 289G FIA)
Weight: 2200 lbs
Base price: (aluminum body, aluminum interior



46) HARDY MOTORS
GTD40 MK I & MK II



53) HI-TECH REPLICA
289A FIA

panels, and fenderwell panels) Kit \$48,900,
Rolling Chassis \$56,900, Turnkey \$80,000

Hi-Tech Motorsports, Inc., Dept. KC01,
7901 E. Pierce St. #C Scottsdale, AZ
85257, 602/990-2442

55) IFG INTERCEPTOR 25TH

Length: 165.4 in
Width: 78.7 in
Height: 42.1 in
Wheelbase: 98.5 in
Weight: 2600 lbs
Drivetrain: Fiero V6 (optional turbo)
Chassis: modified Fiero
Suspension: Fiero
Base price: Kit \$6900, Turnkey \$35,000

56) IFG INTERCEPTOR 5000

Length: 164 in
Width: 84.2 in
Height: 42.5 in
Wheelbase: 93.5 in
Weight: 2600 lbs
Drivetrain: Fiero V6 (optional turbo)
Chassis: modified Fiero
Suspension: Fiero
Base price: Kit \$4900, Turnkey \$26,500

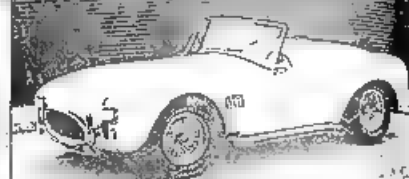
Imaginary Fiberglass, Dept. KC01,
15740 El Prado Rd., Chino, CA 91710,
909/597-4110

57) INTEGRITY 427 COBRA

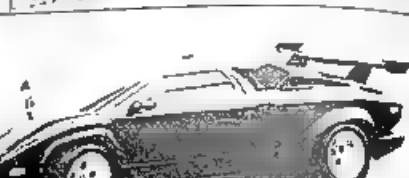
Length: 152 in
Width: 68 in
Height: n/a
Wheelbase: 90 in
Weight: 2400 lbs
Drivetrain: 351/427 Ford
Chassis: spaceframe
Suspension: Jaguar or Corvette
Base price: Kit \$9995, Rolling Chassis \$27,495
Turnkey \$45,000

58) INTEGRITY KVA GT40 MK I

Length: 158.6 in
Width: 70 in
Height: 40.5 in
Wheelbase: 95 in
Weight: 2000 lbs
Drivetrain: 302/351 with Porsche 915 transaxle
Chassis: spaceframe
Suspension Front: Corvette, custom control arms
Rear: Corvette independent, custom Corvette
Base price: Kit \$21,995, Rolling Chassis \$34,995,
Turnkey \$64,995



48) HERITAGE COBRA



49) HERITAGE SAETTA



50) HI-TECH 427

Integrity Coach Werks, Inc., Dept.
KC01, 2802 S.E. Monroe St., Stuart, FL
34997, 407/288-0068

59) J.A.C. 427

Length: 165 in
Width: 70 in
Height: 46 in
Wheelbase: 94.5 in
Weight: 2350
Drivetrain: Ford 5.0L fuel-injected V8 H.O.
Chassis: square tube, ladder-type
Suspension Front: custom Ford Mustang tubular A-arm
Rear: Ford 9-inch live axle, 4-link
Base price: Kit n/a, Turnkey \$49,814

J.A.C. Milwaukee, Ltd., Dept. KC01,
1800 S. 108th St., Milwaukee, WI 53214,
414/771-7172, fax 414/771-7855

60) JCF 289 & 427SC

Length: 151.5 in
Width: 52.5 or 58 in
Height: 49 in
Wheelbase: 90 in
Weight: 2000 or 2140 lbs
Drivetrain: Ford V8
Chassis: rectangular tube, ladder-type
Suspension Front: Mustang II
Rear: 9-inch Ford
Base price: Kit \$4300

John's Custom Fabrication, Dept.
KC01, 1515 Newmark Ave., Coos Bay,
OR 97420, 503/888-9313

61) JOHNNEX 427SC COBRA

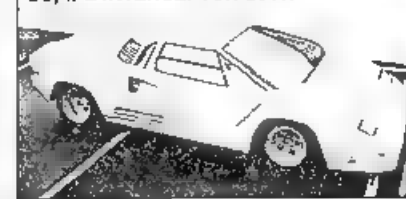
Length: 156 in
Width: 68 in
Height: 49 in
Wheelbase: 90 in
Weight: 2600 lbs
Drivetrain: small or big-block Ford or GM
Chassis: spaceframe
Suspension Front: independent tubular



53) HI-TECH REPLICA
289A FIA



55) IFG INTERCEPTOR 25TH



Rear: Ford or GM live axle, Jaguar/Johnex independent
Base price: Kit \$9500 Canadian, Rolling Chassis
\$7,000 Canadian, Turnkey \$48,000 Canadian

Johnex Cobras, Dept. KC01, 18
Strathairn Ave., A North #43, Brampton
Ontario L6T 4L8, Canada. 416/790-0470

62) KEYSTONE SC 427

Length: 144 in
Width: 72 in
Height: 45 in
Wheelbase: 90 in
Weight: 2200 lbs
Drivetrain: customer's choice
Chassis: custom ladder-type; spaceframe
Suspension Front: Mustang II, Jaguar, Corvette
custom fabricated
Rear: Ford 9-inch live axle; Corvette or Jaguar
independent
Base price: Kit \$7500, Deluxe Kit \$11,500, Turnkey \$35,000

Keystone Metal Engineering, Dept.
KC01, 2220 Delaware, Lawrence, KS
66046, 913/841-8020

63) I.A. EXOTICS COBRA

Length: 157 in
Width: 70 in
Height: 46 in
Wheelbase: 90 in
Weight: 2400 lbs
Drivetrain: Ford
Chassis: custom ladder-type
Suspension Front: Mustang II, custom tubular with
coil-over shocks
Rear: Ford 9-inch live axle
Base price: Kit \$6995, Deluxe Kit \$12,995, Turnkey \$21,995

64) I.A. EXOTICS GT40

Length: 160 in
Width: 70 in
Height: 40.5 in
Wheelbase: 95 in
Weight: 2750 lbs
Drivetrain: Ford
Chassis: ladder-type
Suspension Front: custom tubular



56) IFG
INTERCEPTOR 5000



57) INTEGRITY 427 COBRA



58) INTEGRITY KVA GT40 MK I

Rear: ZF or Porsche independent
Base price: Rolling Chassis \$26,995, Turnkey
\$49,995

L.A. Exotics, Dept. KC01, 6900 Knott
Ave Ste E, Buena Park, CA 90621,
714/523-8464

65) LS 427

Length: 160 in
Width: 70 in
Height: 49 in
Wheelbase: 94 in
Weight: 2500 lbs
Drivetrain: Ford or Chevy
Chassis: ladder-type
Suspension Front: Mustang II, custom
Rear: Ford or Chevy
Base price: Kit \$9500, Rolling Chassis \$13,575

Lone Star Classics, Dept. KC01, 1805
W. Airport Fwy., Bedford, TX 76021,
800/888-4261

66) MC 427 COBRA

Length: 165 in
Width: n/a
Height: 46 in
Wheelbase: 94.5 in
Weight: 2600 lbs
Drivetrain: small or big-block Ford V8
Chassis: spaceframe
Suspension: custom-built upper/lower A-arms with
Corvette spindles and Koni coil-overs
Price: \$89,000

Mainly Classics, Dept. KC01, 9 Landry
St., Biddeford, ME 04005, 800/243-9229

67) MARAAN MARDAN GTA

Volkswagen

Maraan Accessories, Dept. KC01, Zona
Industrial Caserta, Voa Cumana,
Cumanacoo, Venezuela, 011 5893 093
24277



60) JCF 289 & 427SC



68) MARAUDER BR-X

Length: 185 in
Width: 80 in
Height: 45 in
Wheelbase: 106.25 in
Weight: 2600-2700 lbs
Drivetrain: ZF gearbox
Chassis: extended Fiero
Suspension: Corvette trailing arms
Base price: \$26,000

69) MARAUDER CHEVRON B-16 & LOLA REPLICAS

Length: 173 in
Width: 69 in
Height: 50 in
Wheelbase: 91 in
Weight: 3203 lbs
Drivetrain: 2402, 2602 or 2802
Chassis: spaceframe
Suspension Front: Ford Pinto or custom
Rear: Corvair or custom
Base price: \$13,300

70) MARAUDER MCLAREN

Length: 168 in
Width: 75 in
Height: 41.5 in
Wheelbase: 95 in
Weight: 2200 lbs
Drivetrain: Porsche 915 or ZF
Chassis: semi-monocoque
Suspension Front: modified Mustang II
Rear: '63-'82 Corvette
Base price: \$48,000

71) MARAUDER MKX COUNTACH

Length: 165 in
Width: 80.5 in
Height: 43 in
Wheelbase: 100 in
Weight: 2600 lbs
Drivetrain: small-block V8
Chassis: spaceframe
Suspension: custom-built upper/lower A-arms with
Corvette spindles and Koni coil-overs
Price: \$89,000

Marauder & Co., Dept. KC01, RR#2,
Potomac, IL 61865, 217/569-2255

72) MAXTON ROLLERSKATE

Length: 142.5 (or 148.5) in
Width: 64 in
Height: 41.5 in
Wheelbase: 90 in (or 96 in)
Weight: 1680 lbs
Drivetrain: Mazda rotary-RX7 trans and rearend
Chassis: spaceframe
Suspension: custom A-arms with coil-overs



61) JOHNEX 427SC COBRA



62) KEYSTONE SC 427

Base price: Kit \$12,985, Rolling Chassis \$19,900 less engine and pan. Turn-key \$27,000

Maxton Concessionaires Ltd., Dept KC01, 3774 S. Lipan St., Englewood, CO 80110, 303/781-1945

73) MID-AMERICA GRAND SPORT II

Length: 170 in
Width: 71 in
Height: 48 in (coupe)
Wheelbase: 98 in
Weight: 2500 lbs (coupe); 2300 lbs (roadster)
Drivetrain: Chevy V8
Chassis: custom; Corvette
Suspension: Corvette

Mid-America Industries, Inc., Dept KC01, 1519 E. 1st Ave., Milan, IL 61264, 309/787-5119

74) MIDSTATES COBRA

Length: 157 in
Width: 72 in
Height: 45 in
Wheelbase: 90 in
Weight: 2200-2600 lbs
Drivetrain: Ford or Chevy, others available
Chassis: ladder-type; Herb Adams VSE backbone
Suspension Front: Mustang II; Jaguar, Corvette; custom tubular
Rear: Ford 9-inch live axle; Corvette; Jaguar Thunderbird, or Halibrand independent
Base price: Kit \$15,000, Turn-key \$35,000

Midstates Classic Cars & Parts, Dept KC01, P.O. Box 427, 635 W. Grant, Hooper, NE 68031, 402/654-2772, fax 402/654-2332

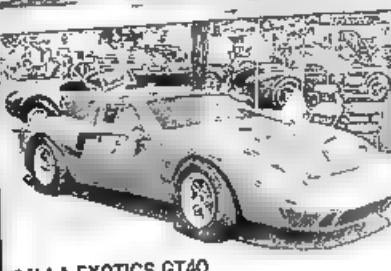
75) LEMANS 427

Length: 165 in
Width: 73.5 in
Height: 45 in
Wheelbase: 94 in
Weight: 2712 lbs
Drivetrain: Ford or Chevy V8
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Ford 8.8 live axle
Base price: Kit \$12,500, Turn-key \$35,000

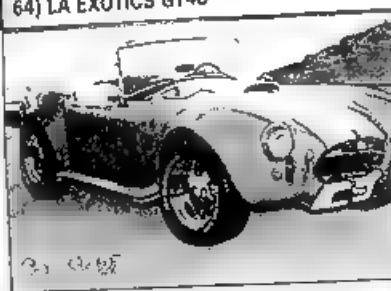
Modern Classics, Inc., Dept KC01, 2980 Cobb Pkwy., #192230, Atlanta, GA 30339, 404/926-8827



63) LA EXOTICS COBRA



64) LA EXOTICS GT40



76) MIRROR IMAGE REFLECTION

Length: 164 in
Width: 78 in
Height: 42 in
Wheelbase: 98.4 in
Weight: 3000 lbs
Drivetrain: V8
Chassis: spaceframe
Suspension Front: custom independent
Rear: '84-present Corvette
Base price: Kit \$11,500, Turn-key \$68,000

Mirror Image Motor Works, Dept KC01, 7603 Levy Acres Cr. E., Burleson, TX 76028, 512/218-8290

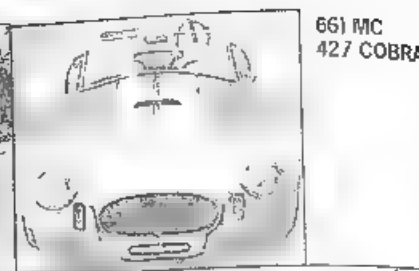
77) MCC SUPER SEVEN

Length: 136.5 in
Width: 62.3 in
Height: n/a
Wheelbase: 92 in
Weight: 1250 lbs
Drivetrain: Toyota
Chassis: ladder-type
Suspension Front: custom A-arms
Rear: Toyota live axle
Base price: Kit \$9500 Canadian, Turn-key \$19,500 Canadian

Motor Carriage Concepts, Inc., Dept KC01, 300 Nantucket Blvd. #3, Scarborough, Ontario M1P 2P4, Canada 416/752-3169

78) ND KITS FORMULA

Length: 80 in
Width: 80 in
Height: 42 in
Wheelbase: 116 in
Weight: 2000 lbs
Drivetrain: V6 or small-block V8
Chassis: '79-'83 GM midsize perimeter frame w/ tubular spaceframe
Suspension Front: custom A-arms w/ inboard coil-overs
Rear: '80-'82 Corvette or Jaguar IRS



67) MARAAN MARDAN GTA



Base price: Kit plans \$65, Nose piece \$95, Wing rib kit \$95

ND Kits, Dept KC01, P.O. Box 26721, Tucson, AZ 85726, 602/624-3907

79) NEREA

Length: 172 in
Width: 71 in
Height: 43 in
Wheelbase: 95 in
Weight: 1950 lbs
Drivetrain: transverse mid-engine
Chassis: VW; custom
Suspension Front: custom A-arms
Rear: independent (GM front-wheel-drive unit)
Base price: Kit \$8945, Turn-key \$29,500

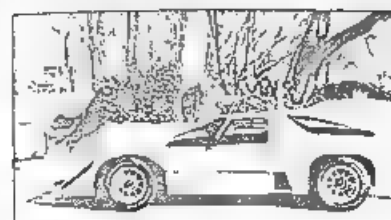
Nerea Cars, Dept. KC01, 5316 Denece Dr., Wilmington, NC 28405, 919/791-8546

80) PREDATOR D-TYPE

Length: 157 and 164 in, long nose 164 in
Width: 65.5 in
Height: 40 in
Wheelbase: 90 in
Weight: 2000 lbs
Drivetrain: Jaguar 6-cylinder DOHC
Chassis: spaceframe
Suspension: Jaguar
Base price: Kit \$15,000, Rolling Chassis \$23,000, Turn-key \$45,000

Predator Performance, Inc., Dept. KC01, 12240 75th St. N., Largo, FL 34643, 800/329-0810, 813/539-0218

66) MC
427 COBRA



70) MARAUDER MCLAREN



71) MARAUDER MKX COUNTACH

81) ROTUS

Length: 144 in
Width: 66 in
Height: 44.75 in
Wheelbase: 98 in
Weight: 1352 lbs
Drivetrain: Rotary, L4, V6, V8

Rotus Ltd., Dept. KC01, 7315 Parkview Dr. "Eastview", Frederick, MD 21702, 301-416-7277

82) SC COBRA

Length: 157 in
Width: 70 in
Height: 45 in
Wheelbase: 90 in
Weight: 2200 lbs
Drivetrain: Ford V8
Chassis: ladder-type with X-brace, spaceframe
Suspension Front: Mustang II
Rear: Mustang GT live axle; custom independent
Base price: Kit \$16,800

SC Motorcar Co., Dept. KC01, P.O. Box 9, Euchas, OK 74342, 918/253-4175

83) SHELL VALLEY COBRA

Length: 157 in
Width: 72 in
Height: 45 in
Wheelbase: 90 in
Weight: 2200-2700 lbs
Drivetrain: small or big-block Ford or Chevy with standard or automatic trans
Chassis: ladder-type
Suspension Front: Mustang II; tubular A-arms with coil-overs
Rear: Ford 9-inch live axle; Jaguar or Ford independent
Base price: Kit \$10,909, Rolling Chassis \$12,884, Turn-key \$30,000

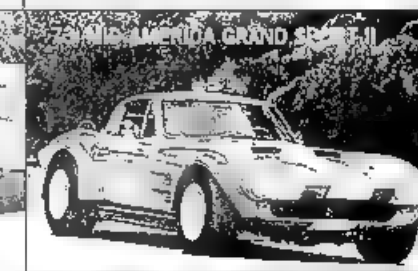
Shell Valley Motors, Inc., Dept. KC01, R.R. 1 Box 69, Platte Center, NE 68653, 800/356-9198

84) SMUGGLER COBRA 5.0

Length: 165 in
Width: 70 in
Height: 46 in
Wheelbase: 94 in
Weight: 2250 lbs
Drivetrain: Ford 5.0L V8
Chassis: square-tube backbone
Suspension Front: custom A-arms w/ rocker arms and inboard coil-overs
Rear: Ford 9-inch live axle; T-bird IRS
Base price: Kit \$13,700, Rolling chassis \$17,500, Turn-key \$41,000



72) MAXTON ROLLERSKATE



74) MIDSTATES COBRA

Smuggler Cobra Co. Ltd., Dept. KC01, 6264 Fredricks Rd., Sebastopol, CA 95472, 707/823-0245

85) SR V8

Length: 156 in
Width: 69 in
Height: 47 in
Wheelbase: 90 in
Weight: 2400 lbs
Drivetrain: V8
Chassis: spaceframe; custom
Suspension: Jaguar XJ
Base price: \$5795, Rolling Chassis \$9995, Turn-key \$30,000

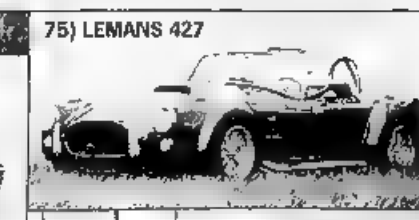
86) SR V12

Length: 174 in
Width: 72 in
Height: 52 in
Wheelbase: 95 in
Weight: 3200 lbs
Drivetrain: V8/V12
Chassis: spaceframe; custom
Suspension: Jaguar XJ
Base price: \$7995, Rolling Chassis \$16,995, Turn-key \$45,000

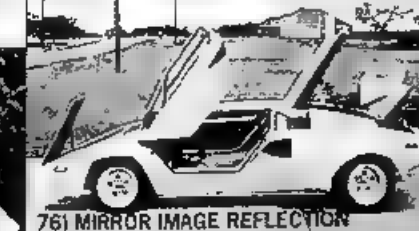
Southern Roadcraft U.S.A., Dept KC01, 102 New Haven Ave., Milford, CT 06460, 203/878-7352

87) SPORTECH ROADSTER

Length: 150 in
Width: 64 in
Height: 41 in
Wheelbase: 88 in
Weight: 1200 lbs
Drivetrain: 2100cc 1229cc aluminum Suzuki
Chassis: spaceframe
Suspension: independent A-arms with adjustable Koni coil-overs
Base price: Kit \$22,500 (for export, car clubs and high school auto classes only); Rolling Chassis \$29,900, Turn-key \$44,900



75) LEMANS 427



76) MIRROR IMAGE REFLECTION



77) MCC SUPER SEVEN



78) ND KITS FORMULA

Sportech International, Dept. KC01, P.O. Box 2501, Ewa Beach, HI 96706, 808/677-6559, fax 808/681-4010

88) SSZ STRADALE

Length: 165 in
Width: 64.5 in
Height: 49 in
Wheelbase: 92 in
Weight: 1400 lbs
Drivetrain: V6
Chassis: spaceframe
Suspension Front: custom independent
Rear: custom live axle
Base price: Kit \$26,500, Turn-key \$40,000

SSZ Motorcars, Dept. KC01, 111 Zagato Ln., 2698 Nolan Rd., Aniwa, WI 54408-9667, 715/449-2141

89) TIME MACHINE 659 SPEEDSTER

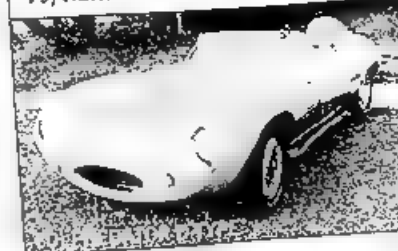
Length: 169 in
Width: 68 in
Height: 46 in
Wheelbase: 90 in
Weight: 2500 lbs
Drivetrain: Fiero L4 or L6
Chassis: spaceframe
Suspension: Fiero
Price: Kit \$9995, Turn-key \$29,900

90) TIME MACHINE STARFIGHTER

Length: 168 in
Width: 84 in
Height: 43 in
Wheelbase: 104 in
Weight: 2500 lbs
Drivetrain: Fiero L4 or V6
Chassis: Fiero spaceframe
Suspension: Fiero
Base price: Kit \$6995, Turn-key: \$29,900



79) NEREA



Time Machine Motocare Co., Dept.
KC01, 9124 Sikes Cow Pen Rd,
Brooksville, FL 34601 904/796-6860

91) ULTRA/SIENNA 500

Length: 165 in
Width: 78.5 in
Height: 42 in
Wheelbase: 98.5 in
Weight: 2400 lbs
Drivetrain: V6 or V8
Chassis: spaceframe
Suspension: custom independent
Base price: Kit \$7950. Rolling Chassis \$22,950
Turnkey \$69,000

Ultra Designs, Dept. KC01, 35 Clarence
St., Brockton, MA 02401, 508/586-3112,
fax 508/586-3467

92) UNIQUE 427SC COBRA

Length: 156 in
Width: 70 in
Height: 44 in
Wheelbase: 90 in
Weight: 2500 lbs
Drivetrain: small- or big-block Ford or Chevy V8
Chassis: ladder-type
Suspension: Front: MGB, custom coil-overs
Rear: Jaguar/Dana 44 independent
Base price: Kit \$7995. Rolling Chassis \$19,882
deluxe paint. Turnkey \$34,995

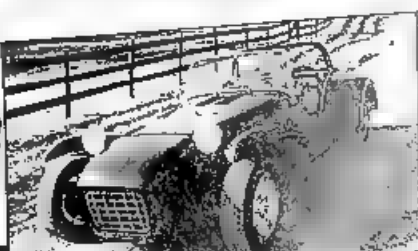
93) UNIQUE 289 FIA COBRA

Length: 156 in
Width: 66 in
Height: 44 in
Wheelbase: 90 in
Weight: 2400 lbs
Drivetrain: small-block Ford
Chassis: ladder-type
Suspension: Front: MGB, custom coil-overs
Rear: Jaguar/Dana 44 independent
Base price: Kit \$14,995. Rolling Chassis \$19,474
deluxe paint. Turnkey: \$35,995

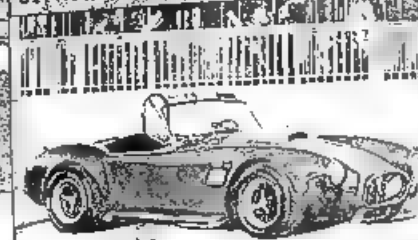
Unique Motocare, Dept. KC01 230 E.
Broad St. Gadsden, AL 35903, 205/546-
3708, 205/546-2395

94) VSE BY HERB ADAMS COBRA CHASSIS

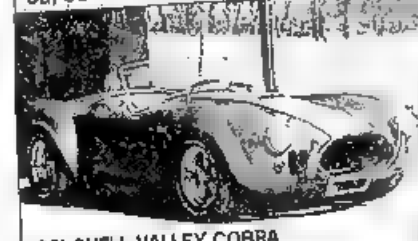
Length: 170 in
Width: 70 in
Height: 45 in
Wheelbase: 90 in
Weight: 2200 lbs
Drivetrain: Chevy or Ford
Chassis: steel or aluminum backbone
Suspension: Front: VSE independent
Rear: Satchellink live axle
Base price: Rolling Chassis \$20,000. Turnkey
\$50,000



81) ROTUS



82) SC COBRA



83) SHELL VALLEY COBRA

84) SMUGLER COBRA 5.0



95) VSE JACKRABBIT

Length: 132 in
Width: 64 in
Height: 45 in
Wheelbase: 84 in
Weight: 1500 lbs
Drivetrain: VW Rabbit or Scirocco
Chassis: backbone
Suspension: VW Rabbit
Base price: Kit \$5925. Turnkey \$14,000

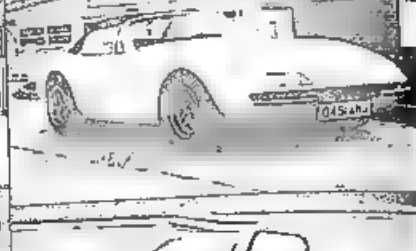
VSE by Herb Adams, Dept. KC01,
23865 Fairfield, Carmel, CA 93923.
408/649-8423

96) WARP FIVE MANTA G

Length: 160 in
Width: 75 in
Height: 39 in
Wheelbase: 94 in
Weight: 2100 lbs
Drivetrain: 350 V8/Porsche 5-speed, transverse
V6/4-speed or auto
Chassis: ladder spaceframe
Suspension: Front: Mustang II
Rear: custom/unequal-length control arms
Base price: Kit \$1,995. Rolling Chassis \$26,995
Turnkey \$37,495

97) WARP FIVE MONTAGE

Length: 174 in
Width: 74 in
Height: 43 in
Wheelbase: 94 in
Weight: 2200 lbs
Drivetrain: 350 V8/Porsche 5-speed, transverse
V6/4-speed or auto
Chassis: ladder spaceframe



Suspension: Front: Mustang
Rear: custom/unequal length control arms
Base price: Kit \$8995. Rolling Chassis \$22,495.
Turnkey: \$32,495

Warp Five Engineering, Dept. KC01
1500 N E Roanoke Dr. Blue Springs,
MO 64014. 816/228-2960

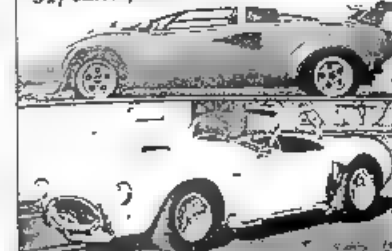
98) WEST COAST COBRA

Length: 156 in
Width: 74 in
Height: 47 in
Wheelbase: 96 in
Weight: 2900 lbs
Drivetrain: 429 Ford
Chassis: spaceframe
Suspension: Front: Mustang II
Rear: Ford 9-inch, custom/modifed control arms
Base price: Kit \$22,950. Turnkey \$50,000

West Coast, Inc., Dept. KC01, 6785 16
Mile Rd. Sterling Heights, MI 48077.
519/736-7274



91) ULTRA/SIENNA 500



92) UNIQUE 427SC COBRA



93) UNIQUE 289 FIA COBRA



94) VSE BY HERB ADAMS COBRA CHASSIS

99) HIGHLAND SPORTS WESTFIELD SE

Length: 139.4 in
Width: 63.4 in
Height: 43.3 in
Wheelbase: 92 in
Weight: 1254 lbs
Drivetrain: 4-cylinder 16V
Chassis: spaceframe
Suspension: Front: Westfield double wishbone
Rear: custom Westfield IRS
Base price: Kit \$7425. Rolling Chassis \$17,350.
Turnkey \$21,250

100) HIGHLAND SPORTS WESTFIELD SEIGHT

Length: 139.4 in
Width: 63.4 in
Height: 43.3 in
Wheelbase: 93.3 in
Weight: 1521 lbs
Drivetrain: aluminum 3.5L V8
Chassis: spaceframe
Suspension: Front: Westfield double wishbone
Rear: Westfield IRS
Base price: Rolling Chassis \$22,850. Turnkey
\$29,450

Westfield Components, Inc., Dept.
KC01 P.O. Box 107, Woodbury, CT
06798-0107, 203/266-9280

101) SCORPION S.S.

Length: 164 in
Width: 79 in
Height: 42 in
Wheelbase: 98.5 in



Snake Bite Kit.

Once you've been bitten by a Contemporary Cobra Replica, be it the 427 SC Cobra Roadster or the exciting, new Daytona Coupe, you'll know why Contemporary Classic is the industry leader worldwide

Craftsmanship: Authentic design features.
All original specs

Engineering: Exacting tolerance for ease of
assembly

Experience: Contemporary is the world's largest
Cobra replica and accessories manufacturer

Quality: The finest materials and component
package variations.

Performance: 1.0+G skid pad performance and
a supple, smooth ride

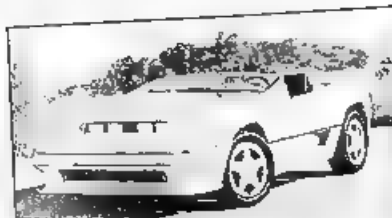
For a detailed brochure, plus a listing of original spec
parts and accessories, call your nearest dealer (see list
below) or send \$5.00 to

Contemporary Classic MOTOR CAR COMPANY, INC.

115 Hoyt Avenue, Mamaroneck, NY 10543
(914) 381-5678. Fax (914) 381-1953

AUTHORIZED DEALERS

CALIFORNIA Specialty Cars of California 19-553 Country Club Drive #1 Beverly Hills, CA 90211 John Krasinski (818) 772-7150 (818) 772-7150 FAX	ILLINOIS Classic Car Restoration 18412 Bryant Street Northridge, CA 91325 Mike Eisenberg (818) 70-1023 (818) 701-0738 FAX	MASSACHUSETTS Sport of Kings 14 Pembroke Street Weymouth, MA 02084 Bob Barton (617) 585-0031 (617) 585-4103 FAX	NEW YORK (CENTRAL) Update Replicas P.O. Box 422 Newburgh, NY 12550 Bill Connolly (518) 780-1661	NEW YORK (SOUTH) Eagle Products Inc. P.O. Box 88 Hicksville, NY 11801 Bill Connolly (516) 822-1361 (516) 822-0581 FAX	NEW YORK (WEST) Eagle Products Inc. P.O. Box 88 Hicksville, NY 11801 Bill Connolly (516) 822-1361 (516) 822-0581 FAX	ONTARIO A/C Specialty 12805 Von Karle, Unit III N. Yorkton, ON N4A 1A3 Andy Fries (219) 642-5187 P. 8 842-5181 FAX	ONTARIO (EASTERN) Keston Cars, Inc. 30 North Adams Street Aldershot, PA 18104 Don Harbert (610) 385-3408	ONTARIO (WESTERN) Keston Cars, Inc. 30 North Adams Street Aldershot, PA 18104 Don Harbert (610) 385-3408	ONTARIO (SOUTH) Keston Cars, Inc. 30 North Adams Street Aldershot, PA 18104 Don Harbert (610) 385-3408	ONTARIO (NORTH) Keston Cars, Inc. 30 North Adams Street Aldershot, PA 18104 Don Harbert (610) 385-3408	ONTARIO (EASTERN) Keston Cars, Inc. 30 North Adams Street Aldershot, PA 18104 Don Harbert (610) 385-3408	ONTARIO (SOUTH) Keston Cars, Inc. 30 North Adams Street Aldershot, PA 18104 Don Harbert (610) 385-3408	ONTARIO (WEST) Keston Cars, Inc. 30 North Adams Street Aldershot, PA 18104 Don Harbert (610) 385-3408	ONTARIO (NORTH) Keston Cars, Inc. 30 North Adams Street Aldershot, PA 18104 Don Harbert (610) 385-3408	ONTARIO (EASTERN) Keston Cars, Inc. 30 North Adams Street Aldershot, PA 18104 Don Harbert (610) 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95) VSE JACKRABBIT



96) WARP FIVE MANTA G

Weight: 2600 lbs
Drivetrain: GM V6 or V8 w/ Fiero or Porsche transaxle
Chassis: custom spaceframe
Suspension: Front: Fiero or custom
Rear: Fiero or custom
Base price: Rolling Chassis \$15,000

White Horse Co., Dept. KC01, 73 Featherbed Ln., Flemington, NJ 08822.
908/782-5636

REBODIES & REPOWERS

102) AEROFORM MUSTANG GFX

More than 60 ground-effects kits are available for import and domestic automobiles
Base price: Kit \$1099

Aeroform, Dept. KC01, 6300 St. John Ave., Kansas City, MO 64123,
816/241-9711

103) AIR DYNAMICS WRAITH II

Length: 179 in
Width: 78.5 in
Height: 46 in
Wheelbase: 100 in
Weight: 2750 lbs
Drivetrain: mid-engine
Chassis: spaceframe w/ Fiero or Corvette cockpit
Suspension: Front: Kugel
Rear: race-type independent with coil-overs
Base price: Kit \$18,500, Rolling Chassis \$48,500,
Turnkey \$100,000

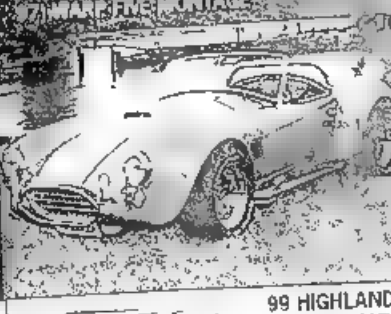
Air Dynamics, Dept. KC01, P.O. Box 34, Conasauga, TN 37316, 706/328-3160

104) ALDINO Pontiac Fiero

Aldino Car Co., Dept. KC01, P.O. Box 678, Brookfield, WI 53008-0678,
414/581-5251

105) ARCHER RENAULT R5 TURBO

Length: 144 in
Width: 64 in
Height: 55 in
Wheelbase: 94.7 in
Weight: 519 lbs
Drivetrain: Renault 1.3L



99 HIGHLAND SPORTS WEST-FIELD SEI



100 HIGHLAND SPORTS WEST-FIELD SEI



101, SCORPION S.S.

Archer Racing, Dept. KC01, 210 1/2 E First St., Duluth, MN 55802,
218/727-1614

106) ARIZONA Z PROTO Z/GTO BODY KIT

Datsun 240Z to 280Z

107) ARIZONA Z ZX IMSA

Datsun 280ZX

Arizona Z Car, Dept. KC01, 2110 W. Devonshire St., Mesa, AZ 85201,
602/844-9677

108) AUTO DESIGNS MONZETTA

Length: 176 in
Width: 67 in
Height: 50 in
Wheelbase: 97 in
Weight: n/a
Drivetrain: GM 4-cylinder, V6 or V8
Chassis: GM unibody
Suspension: standard GM
Base price: Kit \$2495, Turnkey \$14,995



102) AEROFORM LINCOLN MARK VIII



105 ARCHER RENAULT R5 TURBO

Auto Designs by Scotty, Dept. KC01, 2013 S. 6th St., Klamath Falls, OR 97601, 503/884-1511

109) ASPP GT-40 MK II

Length: 167 in
Width: 76 in
Height: 48 in
Wheelbase: 93.4 in
Weight: 2750
Chassis: Fiero
Base price: Kit \$7995, Turnkey \$15,000 (plus Fiero)

Auto Sport Performance Products, Dept. KC01, 1930 E. Third St. #14, Tempe, AZ 85281-9906, 602/966-9906

110) AC&D SCORPION

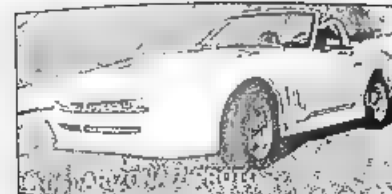
Length: 167 in
Width: 78 in
Height: 44 in
Wheelbase: 93.5 in
Weight: 2750
Drivetrain: 4-cylinder, V6 or V8
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$7995, Turnkey \$12,995 (less Fiero)

Automotive Concept & Design, Dept. KC01, 3613 E. Washington, Ste. 2, Phoenix, AZ 85034, 602/273-0908

111) BB 930S, 935S

Porsche 911, 912

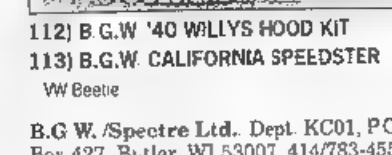
Better Bodies, Dept. KC01, 388 Calle Primera, San Ysidro, CA 92173,
619/690-5081



ARIZONA Z GTO BODY KIT



107) ARIZONA Z ZX IMSA



112) B.G.W. '40 WILLYS HOOD KIT

Length: 170 in
Width: 70 in
Height: 48 in
Wheelbase: 90.5 in
Weight: 3203 lbs
Drivetrain: Datsun 240, 260 or 280Z
Chassis: Datsun Z
Suspension: Datsun Z
Base price: Kit \$3995, Turnkey \$17,995 (plus Z car)

B.G.W. /Spectre Ltd., Dept. KC01, P.O. Box 427, Butler, WI 53007 414/783-4550

Blue Ray G.T. Engineering, Dept. KC01, 416 Woodhne Dr., The Woodlands, TX 77386, 713/363-2000

115) BURLY BUFFEL

116) BURLY '32 HOOD

117) BURLY '37- OR 40-STYLE HOOD

118) BURLY '68 VW PICKUP

VW Beetle
Drivetrain: VW
Chassis: VW
Suspension: VW
Base price: Kit \$350-1200, Turnkey \$10,000

Burly Industries, Dept. KC01, 221 N 1st W., Box 10, Mendon, UT 84326,
801/752-4859

119) CARTER'S RAMBO

Length: 175 in
Width: 80 in
Height: 44 in
Wheelbase: 100 in
Weight: 3000 lbs



109) ASPP GT-40 MK II



112) B.G.W. '40 WILLYS HOOD KIT

Drivetrain: small-block Chevy or Ford V8
Chassis: stretched Fiero
Suspension: Fiero
Base price: Kit \$7500, Rolling Chassis \$9900,
Turnkey \$49,000

120) CARTER'S MODENA

Length: 170 in
Width: 71 in
Height: 46 in
Wheelbase: 93 in
Weight: 2960 lbs
Drivetrain: transverse V6 or V8
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$3995, Turnkey \$37,695

121) CARTER'S ROMA

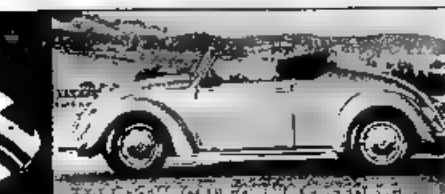
Length: 165.4 in
Width: 68.5 in
Height: 46 in
Wheelbase: 93.4 in
Weight: 2860 lbs
Drivetrain: transverse V6 or V8
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$4500, Turnkey \$18,000

Carter's Conversions, Dept. KC01, P.O. Box 245, Imley City, MI 48444,
313/724-2333

122) CAL ACE

Length: 153.2 in
Width: 60 in
Height: 49.2 in
Wheelbase: 91 in
Weight: 2209 lbs
Drivetrain: MGB
Chassis: standard MGB
Suspension: MGB
Base price: Kit \$2495

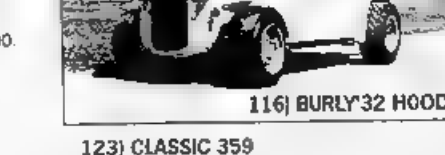
C-F Enterprises Ltd., California Ace Division, Dept. KC01, P.O. Box 1347, Long Beach, CA 90801-1347, 310/404-0522. Info package \$5.



114) BLUE RAY GT ENGINEERING



115) BURLY BUFFEL



116) BURLY '32 HOOD

Length: 169 in
Width: 67 in
Height: 43.5 in
Wheelbase: 89.5 in
Weight: 1875 lbs
Drivetrain: VW Beetle
Chassis: VW Beetle Type
Suspension: Front: VW Beetle Type I
Rear: VW 69 and newer independent
Base price: call for quote

Classic Motor Carriages, Dept. KC01, 16650 N.W. 27th Ave., Miami, FL 33054,
800/262-7742

124) COBRA HYBRIDS

'86-'92 Mustang rebodys
Base price: Kit \$4995, Turnkey \$60,000

Cobra Hybrids, Dept. KC01, 1375 Lemon St., Vallejo, CA 94590, 707-645-3803

125) CORSON FIERO V8 CONVERSION

Complete conversion kit for installation of small-block GM engine into a stock Fiero chassis with either 4- or 5-speed trans
Base price: call for quote

126) CORSON GT COUPE

Length: 171 in
Width: 74 in
Height: 45.9 in
Wheelbase: 93.4 in
Weight: 2600-2750 lbs
Drivetrain: Fiero
Chassis: Fiero
Suspension: Fiero
Base price: call for quote



117) BURLY '37 OR '40 STYLE HOOD



118) '68 VW PICKUP

127) CORSON SPYDER

Same specs as coupe
Base price: call for quote

Corson Motorcar Co., Dept. KC01,
P.O. Box 41396, Phoenix, AZ 85080,
602/375-2544

128) CTC PANZER

Length: 168.9 in
Width: 76 in
Height: 52 in
Wheelbase: 94.5 in
Weight: 1400 lbs
Drivetrain: VW Beetle
Chassis: VW
Suspension: Front: VW Beetle
Rear: VW independent
Base price: call for quote

CTC Co., Panzer Motor Car Div., Dept.
KC01, P.O. Box 1677, San Leandro, CA
94577, 510/426-6881

129) CULEBRA DIAVALO

Length: 164 in
Width: 75 in
Height: 45 in
Wheelbase: 93.4 in
Weight: 2900 lbs
Drivetrain: Fiero V6 or GM V8
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$10,000, Turn-key \$35,000-60,000

130) CORVETTE CULEBRA

Length: 178 in
Width: 86 in
Height: 45 in
Wheelbase: 96.2 in
Weight: 3400 lbs
Drivetrain: stock Corvette
Chassis: Corvette
Suspension: Corvette
Base price: Kit \$7500, Turn-key \$22,500

Culebra International, Ltd., Dept.
KC01, 15011 S.E. 49th St., Bellevue, WA
98006, 206/828-3906

131) DENEVY WOLF 917K

Length: 170 in
Width: 77 in
Height: 42 in
Wheelbase: 94.5 in
Weight: 59 in
Drivetrain: VW
Chassis: VW 2-door sedan or Karman Gha
Suspension: VW
Base price: Kit \$4995, Turn-key \$19,650



119) CARTER'S
RAMBO



120) CARTER'S
MODENA



121) CARTER'S ROMA

Denevy Manufacturing, Dept. KC01,
Box 764, Erin, Ontario N0B 1T0, Canada,
519/833-2236

132) DOMINO CALIFORNIA ROADSTER

Length: 156 in
Width: 68 in
Height: 50 in
Wheelbase: 94.5 in
Weight: n/a
Drivetrain: VW
Chassis: VW
Suspension: VW
Base price: Kit \$2595

133) DOMINO EURO X 1/9

Drivetrain: Fiat X 1/9
Chassis: Fiat
Suspension: Fiat
Base price: Kit \$1495

134) DOMINO MINI COOPER

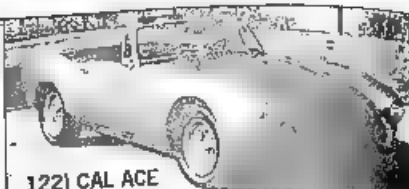
Length: 120 in
Width: 53 in
Height: 44 in
Wheelbase: 80 in
Weight: 1250 lbs
Drivetrain: Mini Cooper Geo
Chassis: Mini
Suspension: Mini independent
Base price: Kit \$3995, Rolling Chassis \$5995

135) DOMINO NINJA MIN

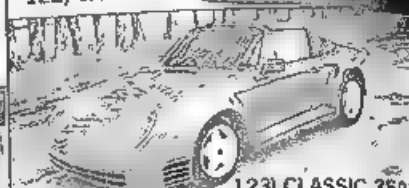
Length: 120 in
Width: 53 in
Height: 42 in
Wheelbase: 80 in
Weight: 850 lbs
Drivetrain: mid-engine motorcycle
Chassis: spaceframe, custom
Suspension: Domino independent
Base price: Kit \$8995, Rolling Chassis \$12,995

136) DOMINO PIMLICO CABRIO

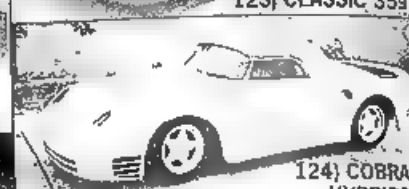
Length: 120 in
Width: 53 in
Height: 44 in
Wheelbase: 80 in
Weight: 1250 lbs
Drivetrain: Mini Cooper, Geo



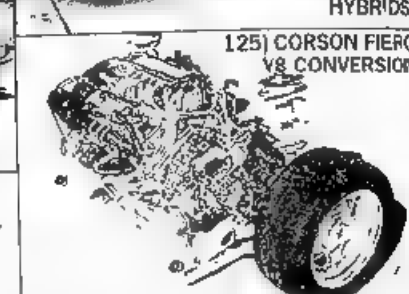
122) CAL ACE



123) CLASSIC 359



124) COBRA
HYBRIDS



125) CORSON FIERO
V8 CONVERSION

Chassis: Mini
Suspension: Mini independent
Base price: Kit \$3995, Rolling Chassis \$5995

137) DOMINO PUP

Length: 132 in
Width: 53 in
Height: 44 in
Wheelbase: 86 in
Weight: 1300 lbs
Drivetrain: Mini Cooper, Geo
Chassis: Mini
Suspension: Mini independent
Base price: Kit \$3495, Rolling Chassis \$5995

138) DOMINO TR40

Triumph TR7 or TR8
Drivetrain: TR7/TR8 with 4-cylinder V6 or V8
Chassis: Triumph TR7 or TR8
Suspension: Triumph TR7 or TR8
Base price: Kit \$2995

Domino Cars U.S.A., Dept. KC01, 102
New Haven Ave., Milford, CT 06460,
203/878-7352

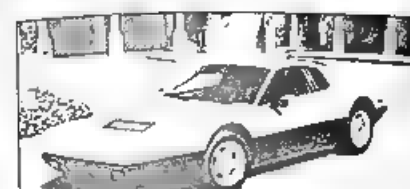
139) ELECTRO-AUTOMOTIVE DELUXE ELECTRIC CONVERSION KIT

Complete kit suitable for glass- or steel-bodied cars
with manual trans, no power steering, and a maxi-
mum curb weight of 2500 lbs
Base price: \$4100

Electro-Automotive, Dept. KC01,
P.O. Box 1113, Felton, CA 95018,
408/429-1989

140) EURO-MIRAGE CORVETTE REBODY

'84 and later Corvette
Base price: Kit \$3500



126) CORSON GT COUPE



127) CORSON SPYDER



128) CTC PANZER

Euro-Works, Dept. KC01, 2106 Patricia
Dr., Kettering, OH 45429, 513/293-6834
Info package \$5

141) EXECUTIVE AUTO FERROSA

Length: 167 in
Width: 80 in
Height: 46 in
Wheelbase: 93.4 in
Weight: 2575 lbs
Drivetrain: V6 or V8
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$6500, Turn-key \$22,000

Executive Auto Brokers, Inc., Dept.
KC01, 400 Alameda Dr., Palm Springs,
FL 33461, 407/439-4344

142) EXOTIC ILLUSIONS EUROSEX 1000

Length: 165.5 in
Width: 83 in
Height: 42 in
Wheelbase: 93.5 in
Weight: 2600-2700 lbs
Drivetrain: Fiero L4, V6 or V8
Chassis: Fiero
Suspension: Fiero
Price: Kit \$5500, Turn-key \$30,000-40,000

Exotic Illusions Ltd., Dept. KC01, Rear
347 Main St., Dickson City, PA 18519,
717/883-205

143) FIRE-ROSSA

Length: 192 in
Width: 79 in
Height: 49.3 in
Wheelbase: 101 in
Weight: 3350 lbs
Drivetrain: V6 or V8
Chassis: Firebird or Camaro
Suspension: GM
Base price: Kit \$6995, Rolling Chassis \$16,000,
Turn-key \$14,995



129) CULEBRA DIAVALO



130) CORVETTE CULEBRA



131)
DENEVY
WOLF 917K

Exotic Specialty Car Emporium,
Dept. KC01, 5400 Griffin Rd., Davie, FL
33314, 305/321-8585 or 305/565-0800

144) FIBER JET SAND HOPPER

Length: 132 in
Width: 65 in
Height: (rollbar) 48 in
Wheelbase: 83 in
Weight: 950 lbs
Drivetrain: VW

145) FIBER JET PREMIER

Porsche 914

146) FIBER JET BRAUOSSA

Porsche 914

147) FIBER JET 59

Porsche 911 or 912

148) FIBER JET ENOS 500

Volkswagen

149) FIBER JET CHOP TOP

Volkswagen

Fiber Jet Industries, Inc., Dept. KC01,
221 W Ivy St., Roseville, CA 95678,
916/783-3198

150) FIBERFAB 359

Length: 169 in
Width: 67 in
Height: 43.5 in
Wheelbase: 89.5 in
Weight: 1875 lbs
Drivetrain: VW Beetle
Chassis: VW Beetle Type
Suspension: Front: VW Beetle Type I
Rear: VW '69 and newer independent
Base price: call for quote



132) DOMINO CALIFORNIA
ROADSTER



133) DOMINO EURO X 1/9



134) DOMINO MINI COOPER



135) DOMINO
NINJA MIN

FiberFab, Dept. KC01, 7601 N. Federal
Hwy., Ste. 150-A, Boca Raton, FL 33487,
800/328-5671

151) FOCOA ALDEN THOMAS GTO

Length: 174 in
Width: 74 in
Height: 46 in
Wheelbase: 93.4 in
Weight: 2750 lbs
Drivetrain: L4, V6 or V8
Base price: Kit \$4000

152) FOCOA ENTERRA

Length: 177 in
Width: 75 in
Height: 46 in
Wheelbase: 93.4 in
Weight: 2800 lbs
Drivetrain: Fiero L4, V6 or V8
Base price: Kit \$4000

Fiero Owners Club of America, Dept.
KC01, 215 N. State College, Orange, CA
92668, 714/978-3132

153) GLASTECH PIRANA

Pontiac Fiero
Drivetrain: Fiero
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$2995, Turn-key \$9995



136) DOMINO PIRELLA CABRIO



137) DOMINO PIP

GlasTech, Dept. KC01, 33 Main St.,
Harveysburg, OH 45032, 512/897 2470

154) XTC GT

Length: 175 in
Width: 77.5 in
Height: 44.5 in
Wheelbase: 93.4 in
Weight: 2820 lbs
Drivetrain: Quad 4, V6 or V8
Chassis: Fiero
Suspension: Front Fiero
Rear modified coil-overs
Base price: Kit \$7495. Rolling Chassis \$10,495.
Turn-key \$20,000

Group XTC, Inc., Dept. KC01, 2000
Tigerail Blvd., Dania, FL 33004,
305/922-6448

155) HANDCRAFT GT/2+2

Length: 186 in
Width: 79.5 in
Height: 47 in
Wheelbase: 101 in
Weight: 3300 lbs
Drivetrain: Camaro/Firebird '82-'92
Chassis: Camaro/Firebird '82-'92
Suspension: Camaro/Firebird '82-'92
Base price: Kit \$3995. Rolling Chassis call for
quote. Turn-key call for quote

Handcraft Motorcar Co., Dept. KC01,
6805 Riverview Blvd. W., Bradenton, FL
34209, 800/854-422

156) HERITAGE EVOLUTION

Length: 165 in
Width: 75 in
Height: 44 in
Wheelbase: 93.4 in
Weight: 2750 lbs
Drivetrain: L4, V6 or V8
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$3995

157) HERITAGE MAGNUM

Length: 170 in
Width: 74 in
Height: 44 in
Wheelbase: 93.4 in
Weight: 2750 lbs
Drivetrain: L4, V6 or V8
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$2995



139) ELECTRO-AUTOMOTIVE DELUXE
ELECTRIC CONVERSION KIT



141) EXECUTIVE
AUTO FERROSA

158) HERITAGE ROSSA

Length: 171 in
Width: 79 in
Height: 44 in
Wheelbase: 100.5 in
Weight: 2800 lbs
Drivetrain: V6 or V8
Chassis: stretched Fiero
Suspension: Fiero
Base price: Kit \$6500

Heritage Automotive & Fiberglass
Replicar Bodies Ltd., Dept. KC01,
14141 S. Harrison, Posen, IL 60469,
708/385-0031

159) HYBRID 914, 924, 94

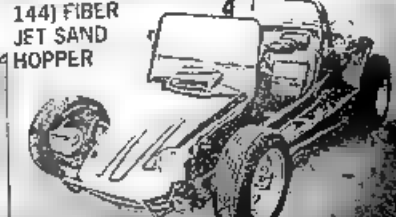
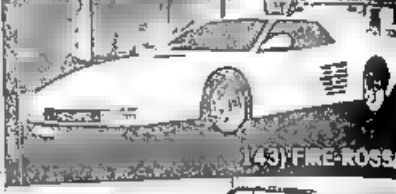
V6 conversion kit. Specs are for 914 only
Length: 158 in
Width: 59 in
Height: 48 in
Wheelbase: 91 in
Weight: 2200 lbs
Drivetrain: Boxer V6

Hybrid Cars, Dept. KC01, 5681 Annie
Oakley, Las Vegas, NV 89120, 702
/451-6-20

160) IFC WIDE BODY

Length: 169 in
Width: 69 in
Height: 49 in
Wheelbase: 94.5 in
Weight: 2844 lbs
Drivetrain: Porsche 4-cylinder, 2.5-3L or Renegade
Hybrids 4.3L GM V6 engine conversion
Chassis: '77-'91 Porsche 924 or 944
Suspension: Porsche independent
Base price: Kit \$2495, Turn-key \$25,000

Infinite Fiberworks Co., Dept. KC01,
51080 S.R. 124, Racine, OH 45771,
614/949-2311, Orders 800/YOUR-944



143) FIRE-ROSSA



144) FIBER
JET SAND
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145) FIBER JET
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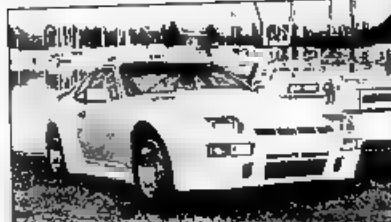
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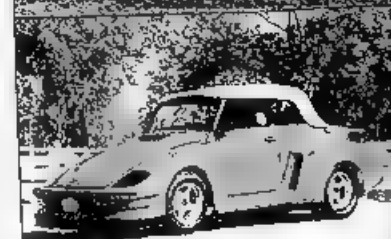
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161) INNOVATIONS 930-VEE



175) NETHKEN PALERMO COUPE

Length: 174.75 in
Width: 75 in
Height: 45 in
Wheelbase: 100.15 in
Weight: 2600 lbs
Drivetrain: Fiero L4, V6 or turbo; 24V V6, Chevy 350 V8
Chassis: modified Fiero
Suspension: Fiero
Base price: Kit \$9000, Turn-key \$32,000

176) NETHKEN PALERMO SPYDER

Length: 178 in
Width: 76.75 in
Height: 44.5 in
Wheelbase: 103.4 in
Weight: 2900
Drivetrain: Fiero L4, V6 or turbo; 24V V6; Chevy 350 V8
Chassis: modified Fiero
Suspension: Fiero
Base price: Kit \$9000, Turn-key \$45,000

Nethken Assoc., Dept. KC01, Rt. 1,
Box 306N, Fishersville, VA 22939,
703/337 1777

177) NORTH AMERICAN ARKLEY SS

Length: 123 in
Width: 60 in
Height: 48 in
Wheelbase: 80 in
Weight: 300 lbs
Drivetrain: MG Midget or Austin Healey Sprite;
Nissan; Ford 2000; Mazda rotary
Chassis: MG Midget or A/H Sprite
Suspension: MG Midget or A/H Sprite
Base price: Kit \$1295, Rolling Chassis \$2000-
4000, Turn-key \$5000-9000

North American Arkley, Dept. KC01,
P.O. Box 18667, Asheville, NC 28814,
704/252-9509

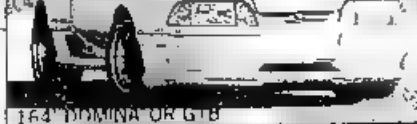
178) OEI XJ-V8

V8 conversion kits for Jaguar XJ6 or 12 and
Stykes
Base price: Kit \$340

Oei Enterprises Ltd., Dept. KC01, 241
Rowayton Ave., Rowayton, CT 06863,
203/866-2470

179) PANGRA

Length: 178 in
Width: 66 in
Height: 55 in



Wheelbase: 94.5 in
Weight: (2.3L) 2500 lbs
Drivetrain: Ford Pinto

Pangra Enterprises, Inc. Dept. KC01
P.O. Box 8417, Philadelphia, PA 19101,
215/358 1919

180) PISA ARTERO

Length: 164 in
Width: 78 in
Height: 47 in
Wheelbase: 93 in
Weight: 2500 lbs
Drivetrain: Fiero
Chassis: Fiero
Suspension: Fiero
Base price: Kit \$7000, Turn-key \$15,000

Phoenix International Sports
Automobile Corp., Dept. KC01, P.O.
Box 15088, Phoenix, AZ 85060-6088,
602/894-1775

181) PREMIER 914

Length: 157 in
Width: 68 in
Height: 48 in
Wheelbase: 96.5 in
Weight: 2300 lbs
Drivetrain: 914, GM V6 or V8

Premier Marketing, Dept. KC01, P.O.
Box 96, Lake Oswego, OR 97034, 503/
686-9245

182) RAYCO 914

Length: 159.4 in
Width: 65 in
Height: 48.4
Wheelbase: 96.5 in
Weight: 2139 lbs
Drivetrain: Opposed 4, V6



Rayco, Inc., Dept. KC01, 1710 Delmar
St. Louis, MO 63103, 314/621 1321

183) REDHEAD ROADSTERS CUTE-T

Length: 144 in
Wheelbase: 94.5 in
Weight: 1400 lbs
Drivetrain: VW or electric
Chassis: platform
Suspension Front: VW or Ghia, torsion
Rear: VW, torsion
Base price: Kit \$1,695, Rolling Chassis \$2895,
Turn-key \$7795

184) REDHEAD ROADSTERS DAUPHIN 2+2

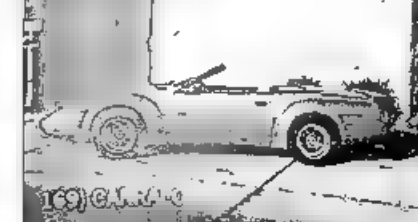
Length: 163 in
Wheelbase: 94.5 in
Weight: 1550 lbs
Drivetrain: VW, V6, rotary or electric, 4/5-speed
or auto
Chassis: platform
Suspension Front: VW or Ghia, torsion
Rear: VW, torsion
Base price: Kit \$1995, Rolling Chassis \$3395,
Turn-key \$7795

185) REDHEAD ROADSTERS MACHETTE SPEEDSTER

Height: 40 in
Wheelbase: 80 in
Weight: 1400 lbs
Drivetrain: VW, V6, rotary, or electric, 4/5-speed
or auto
Chassis: platform; modified VW
Suspension Front: VW or Ghia, torsion
Rear: VW, torsion
Base price: Kit \$1695, Rolling Chassis \$3095,
Turn-key \$7795

186) REDHEAD ROADSTERS STERLING GT

Length: 172 in
Width: 70 in
Height: 40 in
Wheelbase: 94.5 in



Weight: 1900 lbs
Drivetrain: VW, V6, rotary or electric, 4/5-speed
or auto
Chassis: modified VW pan
Suspension Front: VW or Ghia
Rear: VW
Base price: Kit \$3795, Rolling Chassis \$5995,
Turn-key/gas \$16,795, Turn-key/elec \$22,000

187) REDHEAD ROADSTERS VOKARO

Height: 40 in
Wheelbase: 80 in
Weight: 1400 lbs
Drivetrain: VW, V6, rotary or electric, 4/5-speed
or auto
Chassis: platform; modified VW
Suspension Front: VW or Ghia, torsion
Rear: VW, torsion
Base price: Kit \$1795, Rolling Chassis \$3195,
Turn-key \$7795

Redhead Roadsters, Dept. KC01,
P.O. Box 24, Waukegan, WA 99361,
509/337-6882

188) RENEGADE HYBRIDS PORSCHE 911, 912, 914, 924, 930

Cherry V8, V6 conversions for Porsches
Renegade Hybrids, Dept. KC01, 610
Amigos Dr., Umt 8, Redlands, CA 92373,
909/307-2150

189) RISING HOUSE REPLICA BIRDCAGE

Length: 145 in
Width: 63 in
Height: 39 in
Wheelbase: 88 in
Weight: 1300 lbs
Drivetrain: VW Type III modified
Chassis: spacetrane
Suspension Front: VW Type I
Rear: VW Type III
Base price: Turn-key \$20,000



Rising House Motors, Dept. KC01, 56
Grand Summit Rd., Cambridge, KS
67023, 316/467-4251

190) ROD SIMPSON HYBRIDS PORSCHE 911, 912, 914, 930

V8 Conversions for Porsches
Porsche stock specs
Drivetrain: Porsche transaxle

Rod Simpson Hybrids, Dept. KC01,
P.O. Box 25779, West Los Angeles, CA
90025, 310/826-3304

191) ROWLEY GTC

Corvette

Rowley Corvette Supply, Inc., Dept.
KC01, 357 Main St., Rowley, MA 01969,
508/948-7730

192) SPARTAN II

Length: 204.2 in
Width: 74.5 in
Height: 54.5 in
Wheelbase: 126.5 in
Weight: 3675 lbs
Drivetrain: Nissan 300 ZX (2+2)
Chassis: Nissan
Suspension Front: Nissan
Rear: modified Nissan
Base price: Kit \$6900, Turn-key \$39,900

Spartan Motorcar Co., Dept. KC01,
1655 S. Rancho Santa Fe Rd., Ste. 108,
San Marcos, CA 92069, 619/744-3565, fax
619/744-9030

193) SPECTER TURBOROSSA

Length: 185 in
Width: 82 in
Height: 47 in
Wheelbase: 101 in
Weight: 3500 lbs



Drivetrain: GM V8
Chassis: '82-'92 Firebird or Camaro
Suspension: '82-'92 Firebird or Camaro
Base price: call for quote

Specter Automotive Corp., Dept.
KC01, 459 S. Calhoun St. Ft. Worth, TX
76104, 817/926-9692, fax 817/927-8655

194) TRIDENT SPYDER

Rebody for L11 or ZR1 Corvette
Base price: Kit \$9795, Turn-key \$57,500

Trident Motor Group, Dept. KC01,
1108 So. ana Ave., Winter Park, FL
32789, 407/644 5678

195) ULTRA GTC

Length: 187 in
Width: 71 in
Height: 48 in
Wheelbase: 98 in
Weight: 3300 lbs
Drivetrain: Corvette
Chassis: Corvette
Suspension: Corvette
Base price: Kit \$6995, Turn-key \$39,995

Ultra Designs, Dept. KC01, 35 Clarence
St., Brockton, MA 02401, 508/586-3112

196) VANTAGE BUG EYE MIATA

Mazda Miata

Vantage Motorsports, Dept. KC01, 7
Emily St., Cambridge, MA 02139,
617/547-8115

197) VELO ROSSA SPYDER

Length: 176 in
Width: 72 in
Height: 48 in
Wheelbase: 90.7 in
Weight: 2200 lbs
Drivetrain: Datsun Z or Chevy V8
Chassis: Datsun unibody
Suspension: Datsun Z
Base price: Kit \$3900, Turn-key \$11,500 (plus car)

Velo Rossa Engineering, Dept. KC01,
406 S. Rockford Dr. #3, Tempe, AZ 85261

198) V8 FIERO

Fiero engine conversion

V-8 Archie, Inc., Dept. KC01, 1307
Lykins Ln., Niles, MI 49120, 616/683-
3227 (in MI), 800/331-2260

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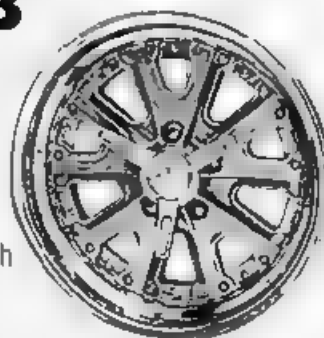
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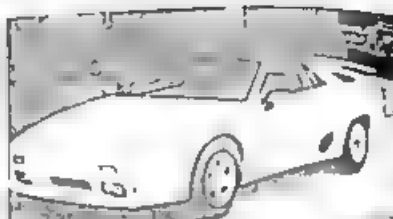
SPECIAL ADAPTERS MADE TO ORDER
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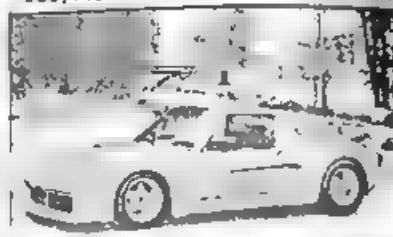
Aluminum-Billet Steel Adapter
Catalog & prices \$4.95 (your choice)
WHEEL ADAPTERS
8103 E. GARVEY AVE. DEPT. K.C.
ROSEMEAD, CA 91770
(818) 572-0836

FOR SALE

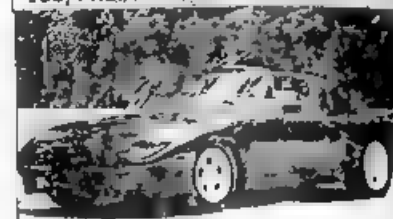
**427 MEDIUM RISER
FORD MOTORS.**
Dyno-Tested
CALL 210-681-2405



180) PISA ARTERO



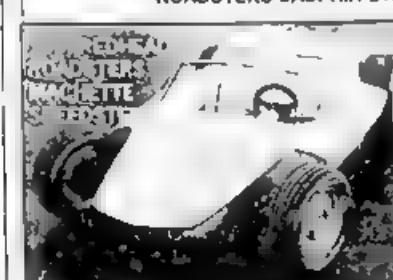
181) PREMIER 914



182) RAYCO 914



184) REDHEAD
ROADSTERS DAUPHIN 2+2



199) VETCOR 1

Corvette-style rebody
Length: 176 in
Width: 72 in
Height: 47 in
Wheelbase: 98 in
Weight: 2400 lbs
Drivetrain: GM

Vetcor Enterprises, Inc., Dept. KC01,
P.O. Box 24764, Dayton, OH 45424-0764,
513/236-0830

200) WILLCO 914 SPEEDSTER
Porsche 914

Willco Auto Service, Dept. KC01,
P.O. Box 4527, Carson, CA 90749,
310/532-3050



186) REDHEAD ROADSTERS STERLING GT



187) REDHEAD ROADSTERS
VOKARO



190) ROD
SIMPSON
HYBRIDS
PORSCHE 911,
912, 914, 930



201) Z PRODUCTS WIDEBODY GOLF

Stock VW Golf (plus 8 inches in width and additional 50 lbs in weight)
Chassis: VW Golf
Suspension: stock VW Golf or any Golf modifications
Base price: Kit \$895

202) Z PRODUCTS WIDEBODY 2002

Stock BMW 2002 (plus 6 inches in width and additional 50 lbs in weight)
Chassis: BMW 2002
Suspension: stock BMW 2002 or any BMW modifications
Base price: Kit \$895

Z Products Autosport, Dept. KC01,
30625 S.W. Boones Ferry, Wilsonville, OR
97070, 503/682-1267



191) ROWLEY GTC



194) TRIDENT SPYDER



195) ULTRA GTC



203) ZR BUGZ ROADSTER

Length: 178 in
Width: 70 in
Height: 40 in
Wheelbase: 95.5 in
Weight: 1450 lbs
Drivetrain: VW or electric
Chassis: stock VW Beetle pan
Suspension: VW
Base price: Kit \$3995, Turnkey \$7500

ZR Bugs, Dept. KC01, 691 Clearn Ct.,
Winter Springs, FL 32708, 407/695-0658



197) VELO ROSSA SPYDER



198) V8 FIERO



199) VETCOR 1



200) WILLCO



202) Z PRODUCTS
WIDEBODY 2002



203) ZR BUGZ ROADSTER

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Are you spending your time and money to build such a classic WITHOUT A 427/428 Ford engine nestled between the leathers? That's UNTHINKABLE. Dove Mfg. presents the all-aluminum 427/428 engine for Cobra Kit Cars. Get 427 performance with 289 weight, made from original Ford patterns. We can supply you with a complete engine or aluminum parts: heads, blocks, water pumps, manifolds, etc. For the "lamb at heart", smaller cubic inch FE engines with less torque and horsepower can be assembled. Let us build your motor to your specifications. If you want miles per gallon or smiles per gallon, CALL US!

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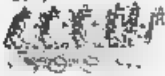
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With the Ford iron 427 block almost nonexistent, Dove has built this improved version. Proven with blow-by or no blow-by, smooth quality block, top and bottom ribs, cylinder sleeves for even more strength with cross-hatching on the #2, #3 and #4 webs. Replacing the main bearing area and lower cylinder area. For high output race engines or the cobra kit car power. There's no better place to start.

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Canadian Cobra Jet Head 72 cc Chamber For All FE, 332-428

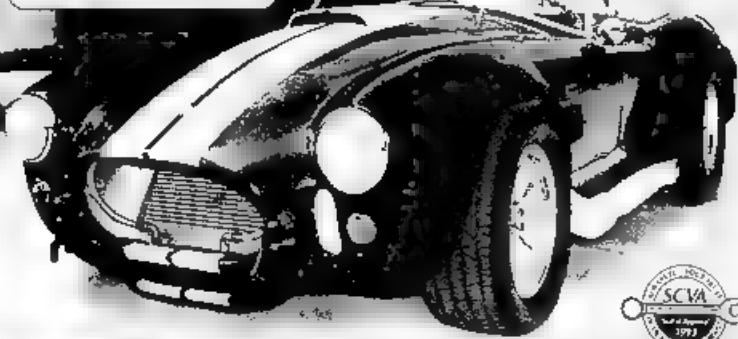
Canadian Cobra Jet Head 58 cc Chamber These Will Fit Small Block Engines For All FE, 332-428

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VINTAGE VEHICLES

204) A/C '36 FORD PICKUP

Length: 172 in
Width: 70 in
Height: 70 in
Wheelbase: 117 in
Weight: 2450 lbs
Drivetrain: V6 or V8

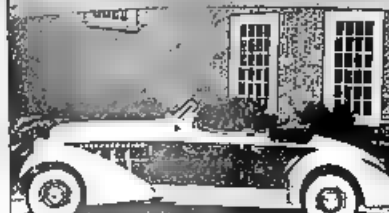
A/C Specialty, Dept. KC01, 12955 York Delta Dr., Unit B, West Royalton, OH 49133, 216/842-5157

205) ADLER 300-SLR

Length: 174 in
Width: 74 in
Height: 47 in
Wheelbase: 96.5 in
Weight: 3200 lbs
Drivetrain: Chevy 350 or 454
Chassis: spaceframe
Suspension Front: Mustang II
Rear: live axle
Base price: Rolling Chassis \$17,500, Turn-key \$55,500

Adler Industries, Dept. KC01, 9695 Mumford Dr., Sandy, UT 84070, 801/576-9387

210) BLUE RAY SUPER 90 CABRIOLET



211) CLASSIC FACTORY AUBURN SPEEDSTER



212) CLASSIC '33 VICKY

206) A&C JAGUAR SS 100 FE
Length: 159.5 in
Width: 64 in
Height: 52 in
Wheelbase: 108.5 in
Weight: 2210 lbs
Drivetrain: 4- or 6-cylinder Ford
Chassis: ladder type
Suspension Front: Mustang II
Rear: Ford live axle
Base price: Kit \$7495, Rolling Chassis \$10,200
Turn-key \$17,500

207) A&C JAGUAR XK 120

Length: 174 in
Width: 64 in
Height: 55 in
Wheelbase: 92 in
Weight: 2439 lbs
Drivetrain: 4-, 6- or 8-cylinder Ford or Chevy
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Ford live axle
Base price: Kit \$8495, Rolling Chassis \$12,500
Turn-key \$19,000

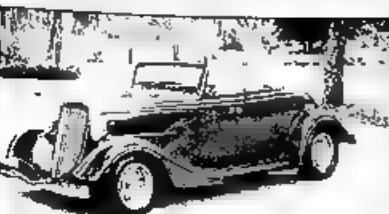
Antique & Collectible Autos, Inc., Dept. KC01, 35 Dole St., Buffalo, NY 14210, 800/245-1310

208) AUTOSPEED FLARED SC

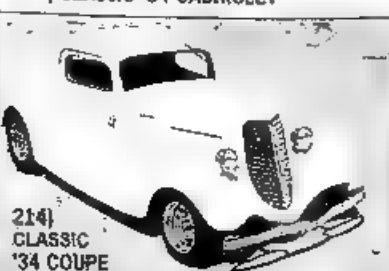
Length: 156 in
Width: 76 in
Height: 46 in
Wheelbase: 83 in
Weight: 1700 lbs
Drivetrain: VW Type I
Chassis: shortened VW
Suspension Front: VW
Rear: VW; custom swing axle
Base price: Kit \$6950, Rolling Chassis \$13,500
Turn-key \$16,500

209) AUTOSPEED SPEEDSTER

Length: 156 in
Width: 64 in
Height: 48 in
Wheelbase: 83 in



213) CLASSIC '34 CABRIOLET



214) CLASSIC '34 COUPE



215) CLASSIC GAZELLE

Weight: 600 lbs
Drivetrain: VW Type I
Chassis: shortened VW
Suspension Front: VW
Rear: VW custom swing axle
Base price: Kit \$5950, Rolling Chassis \$12,500
Turn-key \$15,500

Autospeed Motorcars, Dept. KC01, 100 S. Lake St., Burbank, CA 91502, 818/842-0028

210) BLUE RAY SUPER 90 CABRIOLET

Length: 162 in
Width: 66 in
Height: n/a
Wheelbase: 83 in
Weight: 1450 lbs
Drivetrain: VW Type I
Chassis: custom monocoque
Suspension Front: VW Type I
Rear: VW Type I
Base price: Kit \$16,500, Turn-key \$23,900

Blue Ray G.T. Engineering, Dept. KC01, 416 Woodline Dr., The Woodlands, TX 77386, 713/363-2000

211) CLASSIC FACTORY AUBURN SPEEDSTER

Length: 206 in
Width: 81 in
Height: 59 in
Wheelbase: 132 in
Weight: 3450 lbs
Drivetrain: Chevy or Ford V8
Chassis: modified '69-'72 Ford LTD
Suspension: Ford LTD
Base price: Kit \$8995

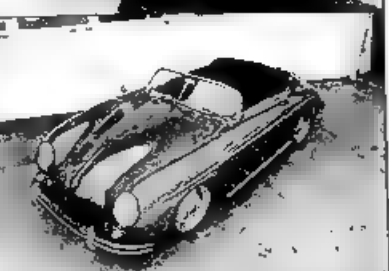
The Classic Factory, Dept. KC01, 1454 E. Ninth St., Pomona, CA 91766, 714/629-5968

212) CLASSIC '33 VICKY

Length: 170 in
Width: 69 in



216) CLASSIC MG-TD



213) CLASSIC '34 CABRIOLET



214) CLASSIC '34 COUPE

Length: 170 in
Width: 69 in
Height: 56 in
Wheelbase: 112 in
Weight: 2800 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base price: call for quote

215) CLASSIC GAZELLE

Length: 156 in
Width: 68 in
Height: 47 in
Wheelbase: 98 in Ford; 94.5 Chevy
Weight: 2700 lbs
Drivetrain: Ford or Chevy V4
Chassis: custom ladder-type
Suspension: Ford Pinto or Chevy Chevette
Base price: call for quote

216) CLASSIC MG-TD

Length: 150 in
Width: 62 in
Height: 50 in



Wheelbase 96 in
Weight: 2120 lbs
Drivetrain: Ford or Chevy L4
Chassis: ladder-type
Suspension: Ford Pinto or Chevy Chevette
Base price: call for quote

217) CLASSIC SPEEDSTER 218) CLASSIC SPEEDSTER C

Length: 154 in
Width: 66 in
Height: 48 in
Wheelbase: 82.75
Weight: 1585 lbs
Drivetrain: VW
Chassis: VW Beetle Type 1
Suspension Front: VW Beetle Type 1
Rear: VW '69 and newer independent
Base price: call for quote

Classic Motor Carriages, Dept. KC01,
16650 N.W. 27th Ave., Miami, FL 33054,
800/252-7742

219) COACHSMITHS BLACKSTONE TOWN COUPE

(Built on a '75-'80 Chevy Monza or Pontiac
Sunbird)
Width: 72 in
Height: 54 in
Wheelbase: 137 in
Weight: 3500 lbs
Drivetrain: 4-cylinder, V6 or V8 Chevy/Pontiac
Chassis: modified Monza
Suspension: Chevy Malibu
Base price: Kit \$7500, Rolling Chassis \$10,000
Turn-key \$32,000

Coachsmiths, Dept. KC01, 8209 Sunny
Dr., Mabelvale, AR 72103, 501/888-6189

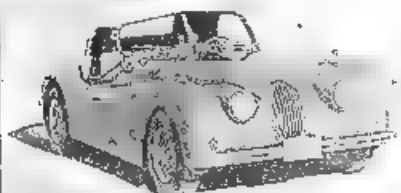
220) CONCOURS PEEERLESS

Length: 209 in
Width: 74 in
Height: 65 in
Wheelbase: 134.5 in
Weight: 4150 lbs
Drivetrain: 351 Ford
Chassis: modified Lincoln-Mercury
Suspension Front: Lincoln-Mercury
Rear: Ford 9-inch live axle
Base price: Rolling Chassis \$13,500, Turn-key
\$48,500

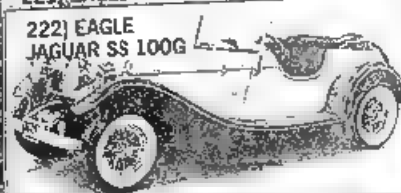
Concours Motors, Dept. KC01, P.O. Box
1766, Ramona, CA 92065, 619/789-7333

221) EAGLE JAGUAR XK 120G

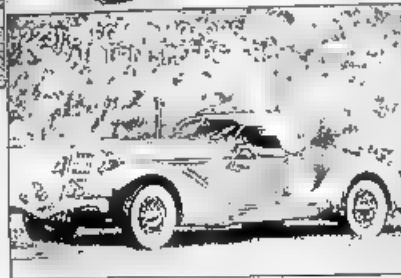
Length: 176 in



221) EAGLE JAGUAR XK 120G



222) EAGLE
JAGUAR SS 100G



Width: 64 in
Height: 48 in
Wheelbase: 102 in
Weight: 2550 lbs
Drivetrain: Mustang II
Chassis: custom ladder-type
Suspension: Mustang II
Base price: Kit \$8395, Rolling Chassis \$14,395
Turn-key \$28,500

222) EAGLE JAGUAR SS 100G

Length: 165 in
Width: 64 in
Height: 51 in
Wheelbase: 108 in
Weight: 2150 lbs
Drivetrain: Mustang II
Chassis: ladder-type
Suspension: Mustang II
Base price: Kit \$7895, Rolling Chassis \$13,895,
Turn-key \$27,500

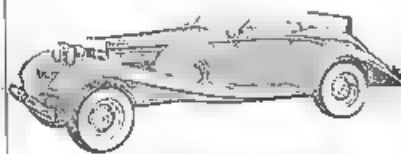
Eagle Coach Work, Inc., Dept. KC01,
760 Northland Ave., Buffalo, NY 14211,
716/897-4292

223) ELEGANT MOTORS AUBURN SPEEDSTER

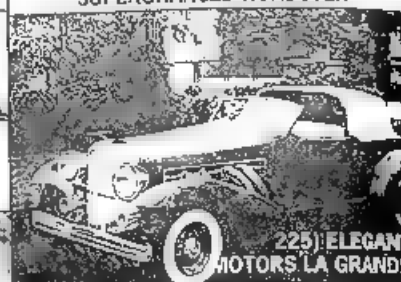
Length: 202 in
Width: 78 in
Height: 60 in
Wheelbase: 127 in
Weight: 3200 lbs
Drivetrain: GM
Chassis: spacelane
Suspension: GM
Base price: Kit \$10,995, Rolling Chassis \$15,995,
Turn-key \$49,995

224) ELEGANT MOTORS 500K SUPERCHARGED ROADSTER

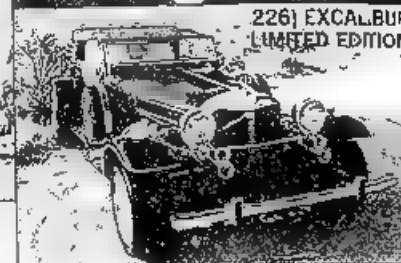
Length: 196 in
Width: 75 in
Height: 55 in
Wheelbase: 119 in
Weight: 3200 lbs
Drivetrain: GM
Chassis: spacelane
Suspension: GM
Base price: Kit \$12,995, Rolling Chassis \$15,995,
Turn-key \$60,000



224) ELEGANT MOTORS 500K
SUPERCHARGED ROADSTER



225) ELEGANT
MOTORS LA GRANDE



226) EXCALIBUR
LIMITED EDITION

225) ELEGANT MOTORS LA GRANDE

Length: 2.7 m
Width: 77 in
Height: 60 in
Wheelbase: 140 in
Weight: 3700 lbs
Drivetrain: GM
Chassis: spacelane
Suspension: GM
Base price: Kit \$5,000, Rolling Chassis
\$25,000, Turn-key \$70,000

Elegant Motors, Inc., Dept. KC01, P.O.
Box 30188, Indianapolis, IN 46230,
317/253-9898

226) EXCALIBUR LIMITED EDITION

Length: 72 in
Width: 175 in
Height: 52 in
Wheelbase: 112 in
Weight: 3083 lbs
Drivetrain: 350 Chevy
Chassis: custom spacelane
Suspension: Corvette
Base price: Turn-key \$89,842

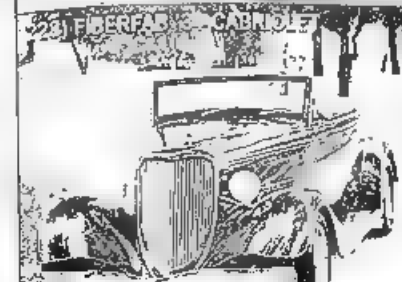
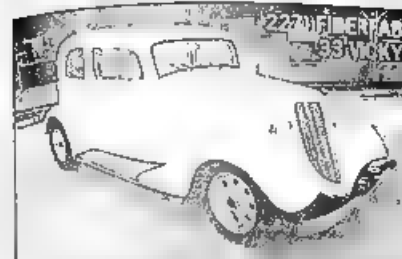
Excalibur Automobile Corp., Dept.
KC01, 1735 S. 106th St., Milwaukee, WI
53214, 414/771-8941, fax 414/771-7171

227) FIBERFAB '33 VICKY

Length: 170 in
Width: 69 in
Height: 62.5 in
Wheelbase: 112 in
Weight: 2800 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base price: call for quote

228) FIBERFAB '34 CABRIOLET

Length: 170 in
Width: 69 in



Height: 56 in
Wheelbase: 112 in
Weight: 2700 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base price: call for quote

229) FIBERFAB '34 COUPE

Length: 170 in
Width: 69 in
Height: 58 in
Wheelbase: 112 in
Weight: 2800 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base price: call for quote

230) FIBERFAB GAZELLE

Length: 156 in
Width: 68 in
Height: 47 in
Wheelbase: 98 in Ford; 94.5 Chevy
Weight: 2700 lbs
Drivetrain: Ford or Chevy
Chassis: custom ladder-type
Suspension: Ford Pinto or Chevy Chevette
Base price: call for quote

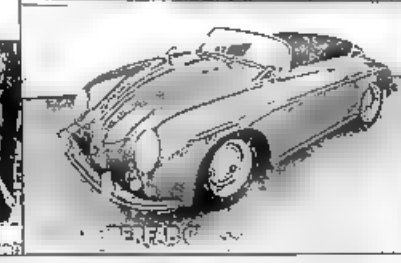
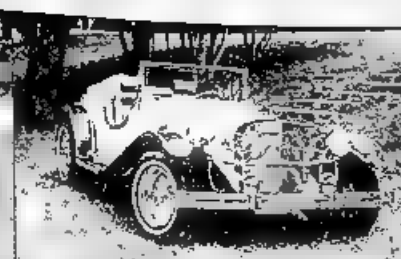
231) FIBERFAB MG-TD

Length: 150 in
Width: 62 in
Height: 50 in
Wheelbase: 96 in
Weight: 2120 lbs
Drivetrain: Ford or Chevy
Chassis: custom ladder-type
Suspension: Ford Pinto or Chevy Chevette
Base price: call for quote

232) FIBERFAB CLASSIC SPEEDSTER

233) FIBERFAB CLASSIC SPEEDSTER C

Length: 154 in
Width: 66 in



Height: 48 in
Wheelbase: 82.75 in
Weight: 1585 lbs
Drivetrain: VW
Chassis: VW Beetle Type 1
Suspension Front: VW Beetle Type 1
Rear: VW '69 and newer independent
Base price: call for quote

FiberFab, Dept. KC01, 7601 N. Federal
Hwy., Boca Raton, FL 33487,
800/328-5671

234) GIBBON '33-'34 PACKARD COUPE/ROADSTER

Length: 200 in
Width: 72 in
Height: 65 in
Wheelbase: 136 in
Weight: 3800 lbs
Drivetrain: GM V8
Chassis: ladder-type
Suspension Front: Chrysler Cordoba
Rear: custom leaf spring
Base price: Kit \$19,000, Turn-key \$65,000

Gibbon Fiberglass Reproductions,
Dept. KC01, 112 E. Front St., P.O. Box
490, Gibbon, NE 68840, 308/468-6178

235) HANDCRAFT CORMORANT

Length: 198 in
Width: 72.5 in
Height: 53 in
Wheelbase: 121 in
Weight: 3650 lbs
Drivetrain: Cadillac '79-'93
Chassis: Cadillac
Suspension Front: Cadillac
Rear: Cadillac rear drive '79-'93
Base price: Kit \$13,995, Rolling Chassis call for
quote, Turn-key call for quote

Handcraft Motors, Dept. KC01, 6805
Riverview Blvd. W., Bradenton, FL
34209, 800/854-1422



236) HARDY MOTORS ALLARD J2X

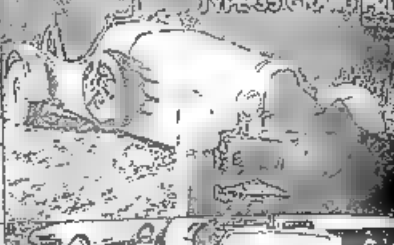
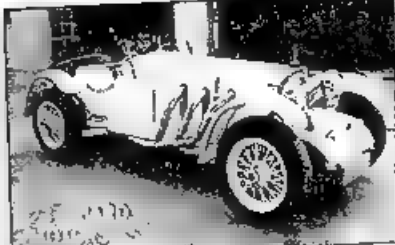
Length: 163 in
Width: 67 in
Height: 44 in
Wheelbase: 102 in
Weight: 2020 lbs
Drivetrain: Chevy V8
Chassis: custom
Suspension Front: twin torsion bar
Rear: GM 1.0-bolt live axle
Base price: Kit \$9500, Rolling Chassis \$19,900,
Turn-key \$35,900

237) HARDY MOTORS SSK

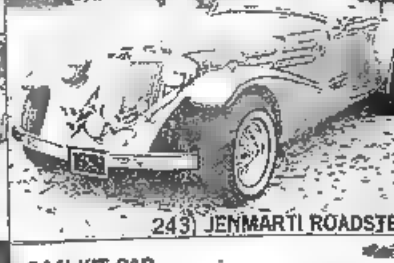
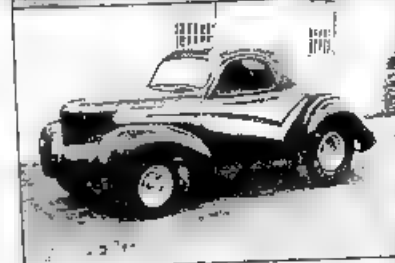
Length: 168 in
Width: 68 in
Height: 55 in
Wheelbase: 116 in
Weight: 2420 lbs
Drivetrain: Mercedes DOHC L6

Hardy Motors, Dept. KC01, 156 N.
Broad St., Mooresville, NC 28115,
704/663-3930

238) HERITAGE '40-'42 WILLYS COUPE
Heritage Automotive & Fiberglass
Replicar Bodies Ltd., Dept. KC01,
14141 S. Harrison, Posen, IL 60469,
708/385-0031



239) IFG '55 GULLWING



239) IFG '55 GULLWING

Length: 178 in
Width: 70.5 in
Height: 51.2 in
Wheelbase: 94.6 in
Weight: 2880 lbs
Drivetrain: Mercedes V8
Chassis: custom
Suspension: custom
Base price: Kit \$46,500, Turn-key \$82,500

Imaginary Fiberglass, Dept. KC01,
16740 El Prado Rd., Chino, CA 91710
909/597-4110

240) INTERMECCANICA ROADSTER RS
241) INTERMECCANICA TURBO
ROADSTER

Length: 154 in
Width: 66 in
Height: 44 in
Wheelbase: 82.75 in
Weight: 1900 lbs
Drivetrain: VW

Intermeccanica International, Dept.
KC01, 150 E. 1st Ave., Vancouver, B.C.
V5T 1A4, Canada, 604/872-4747

242) IRONSMITH '27 BUGATTI
TYPE 35 GRAND PRIX

Length: 162 in
Width: 64 in
Height: 53 in
Wheelbase: 109.5 in
Weight: 2,800 lbs
Drivetrain: Ford
Chassis: custom
Suspension Front: Mustang II
Rear: Ford live axle
Base price: Kit \$8500, Rolling chassis \$13,500.
Turn-key \$18,500

Ironsmith, Inc., Dept. KC01, 434 E.
Cypress Ave., Redding, CA 96002,
916/221-2436

243) JENMARTI ROADSTER

Length: 210 in
Width: 82.5 in
Height: 52 in
Wheelbase: 120 in
Weight: 3640 lbs
Drivetrain: Ford
Chassis: custom/ladder-type stretched
Suspension Front: Ford Lincoln
Rear: Ford live axle
Base price: Turn-key \$48,750



241) INTERMECCANICA
TURBO ROADSTER

Jenmarti Motor Works, Div. of Kit Car
World, Inc., Dept. KC01, 4636 Old Winter
Garden Rd., Orlando, FL 32811
407/298-0893

244) KIT CAR WORLD MGI II

Length: 137 in
Width: 60 in
Height: 48 in
Wheelbase: 94 in
Weight: 1700 lbs
Drivetrain: GM 1600cc 4-cylinder GM 2.8L V6
Chassis: ladder-type
Suspension: Corvette
Base price: Kit \$6395, Turn-key \$14,900

Kit Car World, Dept. KC01, 4650 O'd
Winter Garden Rd., Orlando, FL 32811,
407/298-0893

245) KUGEL SPEEDSTER

Length: 140 in
Wheelbase: 112 in
Weight: 2400 lbs
Drivetrain: Chevy
Chassis: custom
Suspension Front: Kugel IFS push rod
Rear: Ford 9-inch Jaguar independent
Base price: Kit \$6850, Rolling Chassis \$15,000.
Turn-key \$60,70,000

Kugel Komponenten, Dept. KC01, 451
Park Industrial Dr., La Habra, CA 90631,
310/691-7006

246) LMR BUGATTI TYPE 59

Length: 151 in
Width: 55 in
Height: 39.3 in
Wheelbase: 102 in
Weight: 1650 lbs
Drivetrain: Ford OHV L4

Lorraine Motor Research, Dept. KC01,
2235 College, Downers Grove, IL 60516,
708/968-3018



244) KIT CAR
WORLD MGI II

247) MC GULLWING

Length: 175 in
Width: 70.5 in
Height: 51 in
Wheelbase: 89.5 in
Weight: 2860 lbs
Drivetrain: small-block Ford or GM V8
Chassis: spaceframe
Suspension Front: Mustang II
Rear: Ford live axle
Base price: Kit \$18,540 Turn-key \$40,000

248) MC 300 SLR

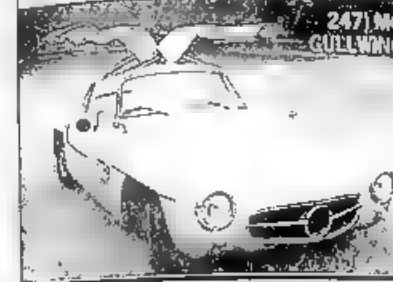
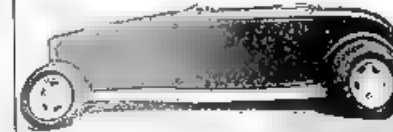
Length: 175 in
Width: 70.5 in
Height: 51 in
Wheelbase: 94.5 in
Weight: 2860 lbs
Drivetrain: Ford or GM V8
Chassis: spaceframe
Suspension Front: Mustang II
Rear: Ford live axle
Base price: Kit \$14,990, Turn-key \$40,000

249) MC 540K CONVERTIBLE

Length: 177 in
Width: 70 in
Height: 58 in
Wheelbase: 120 in
Weight: 2900 lbs
Drivetrain: Ford or GM V8
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Ford live axle
Base price: Kit \$5,500, Turn-key \$40,000

250) MC 544K DROPHEAD COUPE

Length: 177 in
Width: 70 in
Height: 58 in
Wheelbase: 120 in
Weight: 2900 lbs
Drivetrain: Ford or GM V8
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Ford live axle
Base price: call for quote



247) MC
GULLWING

Mainly Classics, Dept. KC01, 9 Landry
St., Biddeford, ME 04005, 800/243-9229

251) MEAD AUTOMOTIVE '57 T-BIRD

Length: 182 in
Width: 73 in
Height: 52 in
Wheelbase: 102 in
Weight: 2500 lbs
Drivetrain: Ford V8 and auto trans
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Mustang II Pinto
Base price: Kit \$13,000

Mead Automotive, Dept. KC01, 8475 W
Emery Rd., Houghton Lake, MI 48629
517/422-5889

252) M-53

Length: 167 in
Width: 70 in
Height: 51 in
Wheelbase: 98 in
Weight: 2600 lbs
Drivetrain: Chevy V8

Memory Motors, Inc., Dept. KC01, 110
W. Avenue G, Conroe, TX 77301,
409/760-3500

253) NETHKEN '33 CARINGTON

Length: 192 in (2-door) to 2.4 in (limo)
Width: 69 in
Height: 58 to 64 in
Wheelbase: 126 in 2-dr; 136 in 4-dr touring; 147
in 4-dr limo
Weight: 2000 to 3000 lbs
Drivetrain: 4-cylinder V6, small- or big-block V8
Chassis: ladder-type
Suspension Front: Mustang II; Nova front subframe
Rear: custom Nova rear axle
Base price: Kit \$7000 to 9000, Turn-key \$17,000
to 45,000

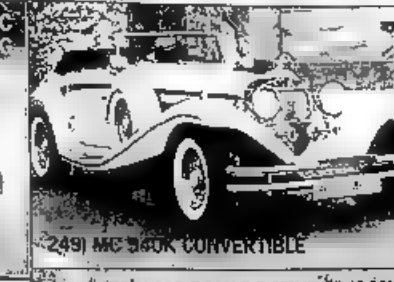
Nethken Associates, Dept. KC01, Rt. 1,
Box 306-N, Fishersville, VA 22939,
703/337-1777

254) NCC REFLECTION SERIES I

Length: 177 in
Width: 69.6 in
Height: 49.8 in
Wheelbase: 100 in
Weight: 2950 lbs
Drivetrain: Chevy V8



248) MC 300 SLR



249) MC 540K CONVERTIBLE



250) MC 544K DROPHEAD COUPE

Nice Car Co., Dept. KC01, 233 23rd St.
N., Fargo, ND 58102, 701/237-9081

255) NMCC TF 1800

Length: 147 in
Width: 60 in
Height: 52 in
Wheelbase: 94 in
Weight: 1650 lbs
Drivetrain: MGB
Chassis: ladder-type; custom
Suspension: MGB
Base price: Kit \$16,000, Turn-key \$27,000

256) NMCC TF V8

Length: 150 in
Width: 63 in
Height: 52 in
Wheelbase: 97 in
Weight: 2350 lbs
Drivetrain: Chevy V8
Chassis: ladder-type; custom
Suspension Front: MGB modified
Rear: Ford 9-inch
Base price: Kit \$16,000, Turn-key \$37,000

Noble Motor Cars Corp., Dept. KC01,
1112 Pre Emption Rd., Penn Yan, NY
14527, 315/536-8115

257) P&J '40 COUPE

Length: 177 in
Width: 68 in
Height: 64 in
Wheelbase: 112 in
Weight: n/a
Drivetrain: optional
Chassis: P&J reproduction frame
Suspension: P&J Easynder
Base price: Kit \$5450

258) P&J '51 MERC COUPE

Length: 201 in
Width: 77 in
Height: 55 in



253) NETHKEN
'33 CARINGTON



Wheelbase: 118 in
Weight: n/a
Drivetrain: optional
Chassis: tube-type by P&J
Suspension: P&J Easynder
Base price: Kit \$8950

P&J Automotive Inc., Dept. KC01,
6262 Riverside Dr., Danville, VA 24541,
804/822-2211 or 804/822-2213

259) PFI '15 FORD ROADSTER

Length: 115 in
Width: 43 in
Height: 27 in
Wheelbase: 100 in
Weight: 100 lbs body only
Drivetrain: owner's choice
Chassis: Ford Model T replica
Suspension Front: leaf spring or coil-over
Rear: Ford live axle; Corvette or Jag. independent
Base price: Kit \$9500, Turn-key \$15,000

260) PFI '19 FORD SPEEDSTER

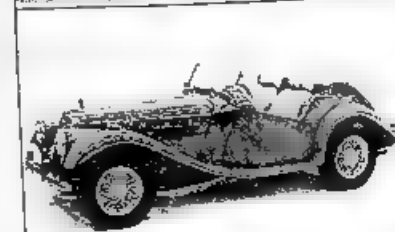
Length: 129.5 in
Width: 33 in
Height: 30 in
Wheelbase: 100 in
Weight: 75 lbs body only
Drivetrain: Ford Model T or Pinto
Chassis: channel or rectangular tube
Suspension Front: leaf spring
Rear: Ford live axle
Base price: Kit \$4500, Turn-key \$9500

261) PFI '27 FORD ROADSTER

Length: 91.25 in
Width: 47.5 in
Height: 24.5 in
Wheelbase: 100 to 112 in
Weight: 75 lbs body only
Drivetrain: customer's choice
Chassis: rectangular tube



255) NMCC TF 1800



256) NMCC TF V8

Suspension Front: 4-bar with coil or leaf spring
Rear: Ford live axle; Corvette or Jag. independent
Base price: Kit \$11,695 (body \$645). Rolling Chassis \$4000. Turn-key \$15,000

262) PFI '27 FORD TOURING (4-DOOR)

Length: 83 in body only
Width: 38 in
Height: 40 in
Wheelbase: 100 in
Weight: 200 lbs body only
Drivetrain: owner's choice
Chassis: Ford Model T replica
Suspension Front: leaf spring
Rear: Ford live axle; Corvette or Jag. independent
Base price: Kit \$18,500 (body \$3500). Chassis \$5000. Turn-key \$25,000

263) PFI '29 FORD ROADSTER

Length: 95.25 in body only
Width: 50 in
Height: 40 in
Wheelbase: 104 in
Weight: 200 lbs body only
Drivetrain: owner's choice
Chassis: Ford Model A replica
Suspension Front: leaf spring
Rear: Ford live axle; Corvette or Jag. independent
Base price: Kit \$9800. Turn-key \$25,000

264) PFI '34 FORD THREE-WINDOW COUPE

Length: 40 in body only
Width: 58 in
Height: 60 in
Wheelbase: 112 in
Weight: 4000 lbs
Drivetrain: owner's choice
Chassis: '34 Ford reproduction
Suspension Front: leaf spring or independent
Rear: Ford live axle; Corvette or Jag. independent
Base price: Kit \$30,000. Turn-key \$50,000

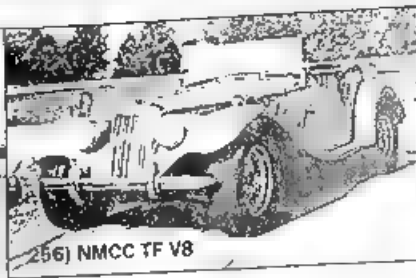
Poli-Form Industries, Dept. KC01, 783 San Andreas Rd., La Selva Beach, CA 95076, 408/722-4418 or 408/722-0195

265) PRL AUBURN SPEEDSTER

Length: 203 in
Width: 70 in
Height: 59 in
Wheelbase: 127 in
Weight: n/a
Drivetrain: 305/350 GM
Chassis: ladder-type
Suspension: stock GM
Base price: Kit \$12,600. Turn-key \$45,500

266) PRL '52 MGTD

Length: 146 in



257) P&J '40 COUPE



258) P&J '51 MERC COUPE

Width: 59 in
Height: 52 in
Wheelbase: 94 in
Weight: 1425 lbs
Drivetrain: VW complete
Chassis: VW pan assembly
Suspension: VW
Base price: Kit \$8500. Turn-key \$17,500

267) PRL '55 BEL AIR CONVERTIBLE

Length: 201 in
Width: 68 in
Height: 60 in
Wheelbase: 115 in
Weight: 2850 lbs
Drivetrain: 305/350 V8
Chassis: standard GM
Suspension Front: fullsize Chevy
Rear: GM stock
Base price: Kit \$9100. Turn-key \$39,500

268) PRL '57 BEL AIR CONVERTIBLE

Same specs as '55 Bel Air above
Base price: Kit \$9700. Rolling Chassis \$2500. Turn-key \$44,900

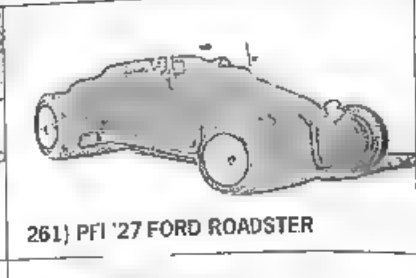
269) PRL 500K MERCEDES

Length: 198 in
Width: 77 in
Height: 55 in
Wheelbase: 121 in
Weight: 3200 lbs
Drivetrain: 305/350 V8
Chassis: standard Ford or GM
Suspension Front: fullsize Ford or GM
Rear: Ford or GM stock
Base price: Kit \$14,500. Rolling Chassis \$3000. Turn-key \$49,500

Prototype Research Ltd., Dept. KC01, 230 Albert St., Campbellford, Ontario K0L 1L0, Canada, 705/653-4625

270) REDHEAD ROADSTERS APOLLO VERONA

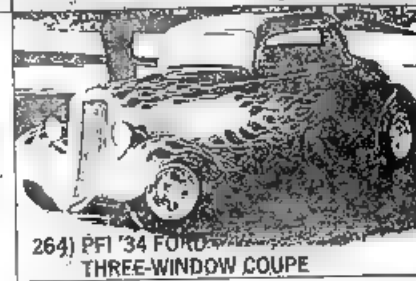
Wheelbase: 99 in
Weight: 2400 lbs



261) PFI '27 FORD ROADSTER



262) PFI '27 FORD TOURING (4-DOOR)



264) PFI '34 FORD THREE-WINDOW COUPE

Drivetrain: GM
Chassis: custom
Suspension: GM
Base price: Kit \$11,995. Turn-key \$35,000

271) REDHEAD ROADSTERS CORD SPORTSMAN

Wheelbase: 100 in
Weight: 2600 lbs
Drivetrain: GM
Chassis: custom
Suspension: GM
Base price: Kit \$11,995. Turn-key \$35,000

Redhead Roadsters, Dept. KC09, P.O. Box 24, Watensburg, WA 99361, 509/837-6832

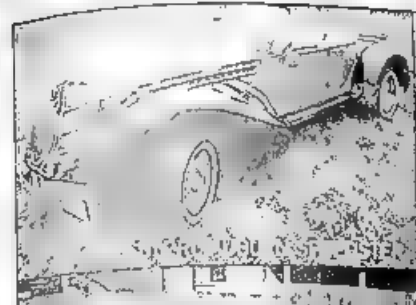
272) REGAL T-BIRD

Length: 175.3 in
Width: 70.2 in
Height: 52.2 in
Wheelbase: 102 in
Weight: 3100 lbs
Drivetrain: Ford V8
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Ford Mustang live axle
Base price: Kit \$11,995. Turn-key \$35,900

Regal Roadster, Ltd., Dept. KC01, 301 W. Beltline Hwy., Madison, WI 53713, 608/273-4141

273) ROOTLIEB MODEL T SPEEDSTER

Length: 130 in
Width: 66 in
Height: 56 in
Wheelbase: 100 in
Weight: 1000 lbs
Drivetrain: Model T Ford
Chassis: Model T Ford
Suspension: Model T Ford
Base price: Kit \$2600



266) PRL '52 MGTD



267) PRL '55 BEL AIR CONVERTIBLE



271) REDHEAD ROADSTERS CORD SPORTSMAN

Rootlieb, Inc., Dept. KC01, 815 S. Soderquist Rd., Turlock, CA 95380, 209/632-2203

274) SPEEDWAY DELUXE '23 T ROADSTER KIT

Wheelbase: 103 in
Drivetrain: smallblock V8, automatic
Chassis: custom ladder-type
Suspension Front: tube axle, cross-leaf spring, 4-bar radius rods
Rear: Ford 9-inch, custom cross-leaf spring, coil spring or chrome coil-overs
Base price: Kit \$1895

275) SPEEDWAY VX '23 T KIT

Length: 123 in
Width: 66 in
Height: 57 in
Wheelbase: 86 in
Weight: 1100 lbs
Drivetrain: '57 or '68 VW Beetle Type I
Chassis: custom
Suspension Front: tube axle, torsion bar, or coil-overs
Rear: VW independent; custom coil-overs with radius rods
Base price: Kit \$2995

276) SPEEDWAY DELUXE '27 T ROADSTER KIT

Wheelbase: 113 in
Drivetrain: smallblock V8, automatic
Chassis: ladder-type; custom
Suspension Front: tube axle, cross-leaf spring, 4-bar radius rods
Rear: Ford 9-inch; custom hairpin radius rods, chrome coil-overs
Base price: Kit \$2195

277) SPEEDWAY '27 TRACK T KIT

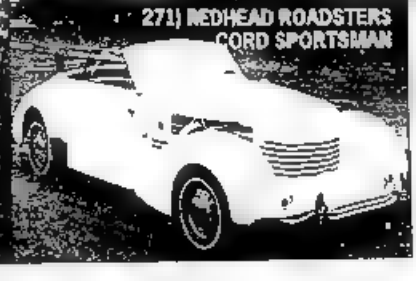
Length: 139 in
Width: 48 in
Height: 43.5 in
Wheelbase: 106.75 in
Weight: 1500 lbs



269) PRL 500K MERCEDES



270) REDHEAD ROADSTERS APOLLO VERONA



271) REDHEAD ROADSTERS CORD SPORTSMAN

Drivetrain: 4-cylinder or V6
Chassis: ladder-type; custom
Suspension Front: tube axle, cross-leaf spring
Rear: Ford 8- or 9-inch; custom quarter elliptic leaf spring/radius rod
Base price: Kit \$2095

278) SPEEDWAY '29 MODERN A KIT

Length: 156 in
Width: 64 in
Height: 68 in
Wheelbase: 104 in
Weight: n/a
Drivetrain: Pinto/Mustang II engine, trans, rear axle
Chassis: ladder-type; custom
Suspension Front: Mustang II
Rear: Ford Pinto
Base price: Kit \$4495

279) SPEEDWAY '32 LO-BOY ROADSTER KIT

Length: 129 in
Width: 48.5 in
Height: 47.5 in
Wheelbase: 106 in
Weight: n/a
Drivetrain: V8, automatic
Chassis: ladder-type; custom
Suspension Front: tube axle, cross spring
Rear: Ford 8- or 9-inch; custom quarter elliptic leaf spring/radius rod
Base price: Kit \$3495

Speedway Motors, Inc., Dept. KC01, 300 Van Dorn, Lincoln, NE 68502, 402/474-4411

280) TAHOE T

Length: 115 in
Width: 63 in
Height: 56 in
Wheelbase: 82.5 in
Weight: 900 lbs
Drivetrain: motorcycle 750cc & up; Mazda rotary
Chassis: custom
Suspension Front: cross spring dropped front axle 4-bar
Rear: live axle
Base price: Kit \$7300. Turn-key \$8000



Tahoe T, Dept. KC01, 3821 S. Hedin Rd., Port Angeles, WA 98362, 206/452-9617. Info package \$3.50

281) TMM 38 SPECIAL

Length: 160 in
Width: 68 in
Height: 52 in
Wheelbase: 110 in
Weight: 2000 lbs
Drivetrain: Ford or GM 4-cylinder, V6 or V8
Chassis: ladder-type
Suspension Front: Mustang II
Rear: '79-'93 Mustang live axle
Base price: Kit \$8995. Turn-key \$29,900

Time Machine MotorCar Co., Dept. KC01 9124 Sikes Cow Pen Rd., Brooksville, FL 34601, 904/796-6860

282) TOTAL A

Length: 162 in
Width: 68 in
Height: 60 in
Wheelbase: 103.5 in
Weight: 2468 lbs
Drivetrain: V8
Chassis: custom
Suspension Front: dropped axle
Rear: Ford 8-inch with coil-overs
Base price: Kit \$3200. Turn-key \$30,000

283) TOTAL T ROADSTER

Length: 130 in
Width: 77 in
Height: 71 in
Wheelbase: 100 in
Weight: 1645 lbs
Drivetrain: Chevy or Ford V8
Chassis: custom
Suspension Front: 4-in dropped axle with radius rods
Rear: Ford 8-inch with coil-overs
Base price: Kit \$3500. Turn-key \$15,000

284) TOTAL PRO STREET T

Length: 133 in
Width: 66 in
Height: 46 in
Wheelbase: 100.5 in
Weight: 2260 lbs
Drivetrain: Chevy or Ford V8
Chassis: custom
Suspension Front: dropped axle 4-bars
Rear: narrowed 9-inch Ford with dual leaf springs
Base price: Kit \$12,000. Turn-key \$35,000



275) SPEEDWAY
VX '23 TWIN



285) TOTAL '32 HIGHBOY ROADSTER

Length: 162 in
Width: 68 in
Height: 68 in
Wheelbase: 135 in
Weight: 2500 lbs
Drivetrain: small-block Chevy or Ford
Chassis: custom
Suspension: Front: dropped axle
Rear: coil-overs
Base price: Kit \$13,000, Turnkey \$35,000

Total Performance, Inc., Dept. KC01,
400 S. Orchard St., Rte 5, Wallingford,
CT 06492. 203/265-7107

286) USRC '36 FORD PICKUP
(CHOPPED OR TRADITIONAL)

Length: 177 in
Width: 70 in
Height: 66 in chopped: 70 in traditional
Wheelbase: 112 in
Weight: 2250 lbs
Drivetrain: Ford V8, 5-speed, 370 Posi
Chassis: custom ladder-type
Suspension: Front: tubular A-arms, coil-overs
Rear: 9-inch Ford roller truck arm coil-overs
Panhard bar, J2 brake
Base price: Kit \$7495, Turnkey \$29,000 to
\$39,000

United States Reproduction Corp.,
Dept. KC01, 401 Maguire Rd. Ext.,
Ocoee, FL 34761. 407/656-4668

287) VANTAGE MGA TWIN-CAM SPECIAL

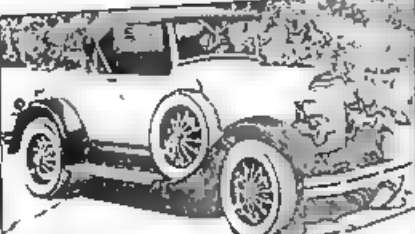
Length: 150 in
Width: 60 in
Height: n/a
Wheelbase: 90 in
Weight: 1625 lbs
Drivetrain: Toyota 1.6L twin cam
Chassis: composite monocoque
Suspension: MacPherson
Base price: Kit \$11,000, Turnkey \$23,000

Vantage Motorsports, Dept. KC01, 388
Arsenal St., Watertown, MA 02172.
617/923-8026

288) VINTAGE FLARED SPEEDSTER

289) VINTAGE CLASSIC SPEEDSTER

Length: 154 in
Width: 66 in
Height: 47 in
Wheelbase: 84 in
Weight: 1600 lbs
Drivetrain: VW
Chassis: VW
Suspension: VW



278) SPEEDWAY '29 MODERN A KIT



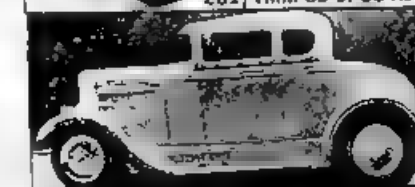
279) SPEEDWAY '32 LO-BY
ROADSTER KIT



280) TAHOE T



281) TMM 38 SPECIAL



282) TOTAL A



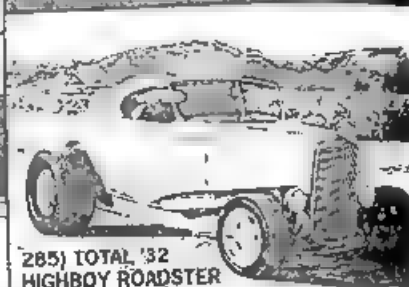
Base price: Kit \$8900, Rolling Chassis \$2500
Turnkey \$16,900

Vintage Speedster, Dept. KC01, 12112
Centralia, Hawaiian Gardens, CA 90716.
310/402-4334

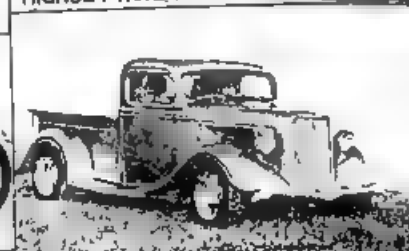
MISCELLANEA

290) FAESING MOTORS HUSKY

Length: 126 in
Width: 64 in
Height: 39 in
Wheelbase: 87 in
Weight: 1400 lbs
Drivetrain: H.O. Quad 4, mid-engine config.
Chassis: monocoque



285) TOTAL '32
HIGHBOY ROADSTER



Suspension: Front: custom independent
Rear: A-arms, coil-overs
Base price: Turnkey \$28,000

Faesing Motors, Dept. KC01, P.O. Box
1259, Wilmington, NC 28402

291) ROADHAWK

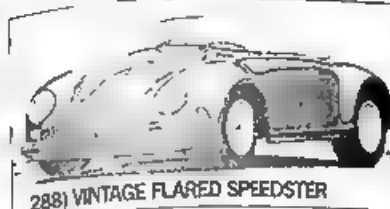
Length: 156 in
Width: 36 in
Height: 41 in
Drivetrain: motorcycle or electric
Chassis: steel or aluminum with epoxy body
Suspension: Gyro stabilized motorcycle

Roadhawk, Inc., Dept. KC01, P.O.
Box 22617, Milwaukie, OR 97269,
503/650-3888

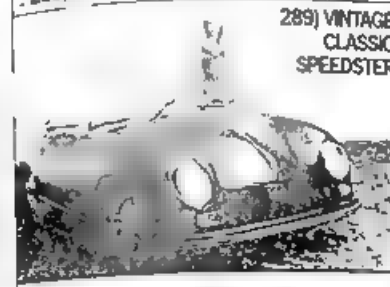
292) TRYLON VIPER

Length: 184 in
Width: 76 in
Height: 43 in
Wheelbase: 108 in
Weight: 1250 lbs
Drivetrain: VW Type I, V5 or electric
Chassis: glassed-in custom spaceframe
Suspension: Front: custom yoke-type
Rear: VW Beetle independent
Base price: Kit \$8000, Turnkey \$18,000

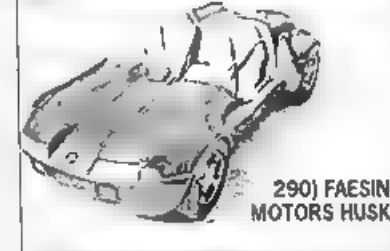
Trylon, Inc., Dept. KC01, 4018
Galesburg Ave., Arlington Hts., IL 60004,
708/394-4314



288) VINTAGE FLARED SPEEDSTER



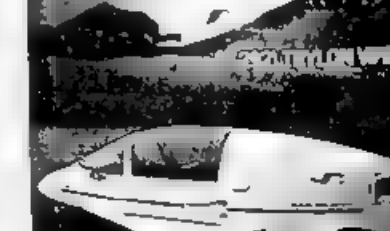
289) VINTAGE
CLASSIC
SPEEDSTER



290) FAESING
MOTORS HUSKY



291) ROADHAWK



293) WARP FIVE STARSHIP

Length: 200 in
Width: 77 in
Height: 55 in
Wheelbase: 132 in
Weight: 975 lbs
Drivetrain: motorcycle
Chassis: ladder-type, spaceframe
Suspension: donor cycle
Base price: Rolling Chassis \$8995, Turnkey
\$13,995

Warp Five Engineering, Dept. KC01,
1500 N.E. Roanoke Dr., Blue Springs,
MO 64014. 816/228-2960

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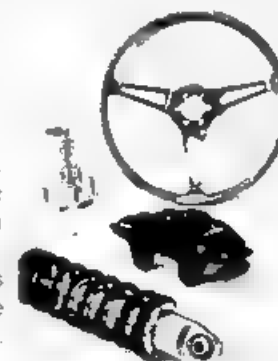
—Car and Driver

When Car and Driver came to our shop, we showed our frame like the Cobra original except stronger tubing, 0.125 wall instead of 0.095. Many of our suspension components are interchangeable with originals. Our fuel cell is molded to the original 18-gallon shape then foam filled. Our foot boxes and pedal system are identical to originals. So is our steering column even the turn-signal lever.

Like the originals, our seats have a rubber diaphragm stretched by a steel-tube frame, then a foam cushion and leather upholstery. The original

doors have a steel-tube frame supporting an outer skin, so do ours. We use authentic latches and hinges too. We powder-coat our chassis components. All our kits come with pin drive hubs.

Car and Driver understood exactly what we're about. It wrote, "To have the details so painstakingly recreated is to have something beyond a kit car. It's a work of art you can drive."



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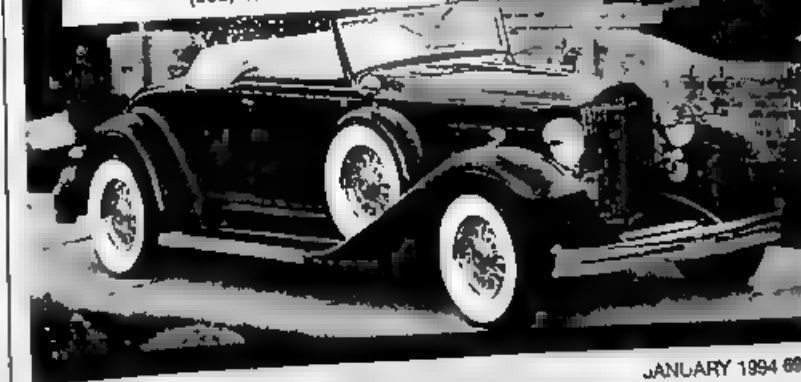
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JANUARY 1994 \$9

Running The INSURANCE MAZE

Finding Your Way Is Getting Easier

By Steve Temple

As if building a kit car weren't difficult enough already, once it's completed, you still have at least one more project to tackle: obtaining insurance. Fortunately, things aren't as bad as they used to be, when responses to inquiries ranged from stares of bewilderment ("A kit *whaat?*") to outright fear and derision ("Aren't those Cobras dangerous?"). To make things easier for specialty vehicle enthusiasts and builders, we scoured a number of sources and found more than a few companies willing to cover kit cars.

In previous articles we've noted that State Farm and the American Automobile Association offer kit car policies, or you may be able to persuade the company insuring your house or business to extend coverage to your specialty car. The firms listed here are also willing to provide full coverage (liability, collision and comprehensive), but various restrictions may apply, such as limits on yearly mileage, geographic location or minimum/maximum coverage. In addition, some firms require an appraisal of the

Insurance agents haven't always been quick to grasp the concept of kit cars, but they're learning.

car's value.

While each listing contains a few general guidelines about the company's policy, space doesn't permit going into too much detail, so you'll have to contact the firms for specifics. Every specialty car enthusiast has a special situation, so you should shop around to find the policy that fits. The most affordable rates start at about \$1 per \$100 for physical damage. Liability varies with your locale, but it's usually less than \$1 per \$100 in value. Using those figures, a \$15,000 car would cost \$300 per year to insure. If readers know of other sources for insurance, we'd like to hear from you, especially if you find a good deal. **KC**

SOURCES

Aidukas Insurance Agency

Dept. KC01
555 Sunrise Way, Ste. 200
Palm Springs, CA 92264
619/327-3659

CA-only independent agent underwritten by Chubb. Show-use only, but no limit on mileage. \$1000 deductible

Condon & Skelly

Dept. KC01
121 E. Kings Hwy, Ste. 201
Maple Shade, NJ 08052
800/257-9496 or 800/624-4688 in NJ
Currently available only in MN, IA and IL, but other states will be added soon. \$5000 minimum, above \$15,000 requires appraisal. Underwritten by St. Paul Mercury Insurance Company. Specialized coverage available for custom paint jobs and trailers, too.

Diablo Insurance Agency

Dept. KC01
2610 Crow Canyon Rd.
San Ramon, CA 94583
510/833-2709
CA-only, independent agent underwritten by Safeco. Usually no high performance cars, but depends on driver. No appraisal required.

Heacock Insurance Group

Dept. KC01
P.O. Box 6300
Lakeland, FL 33807
813/646-6641

Available in all 50 states, but limited to 2500 miles per year. Minimum age 25. No minimum value or appraisal necessary. Underwritten by CIGNA. Covers collector cars, too.

K & K Insurance

Dept. KC01
1712 Magnavox Way
Fort Wayne, IN 46801
800/548-0858

Covers street rods, collector cars and replicas of vehicles 20 years or older. No replicas of modern cars. Minimum value \$5000. Requires appraisal from independent source for value over \$30,000. Available in most states.

Parish Insurance Co.

Dept. KC01
P.O. Box 158598
Nashville, TN 37215
800/274-1804
Specializes in group coverage for a number of collectible, replica and special interest cars. No minimum or

maximum value. Full coverage available in most states, usually at one percent of stated value. 2500-miles-per-year limitation. Appraisal required above \$50,000. Familiar with Cobra replicas.

Sneed, Robinson, and Gerber, Inc.

Dept. KC01
6645 Stage Rd.
Memphis, TN 38184
901/372-4712

Limited to street rod kits, but available in all 50 states. No mileage restriction, but cannot be primary car. "Show machine" and musclecar policies also available. \$7500 minimum, \$40,000 maximum replacement cost.

Tri-State Insurance Co.,

Dept. KC01
1 Roundwind Rd.
Luverne, MN 56156
800/533-0303 or 800/722-9365 in MN
Midwest states only. Covers street rods, replicas, classic and musclecars. No minimum or maximum value. Appraisal required for value over \$15,000. 2500-miles-per-year limitation except on street rods.

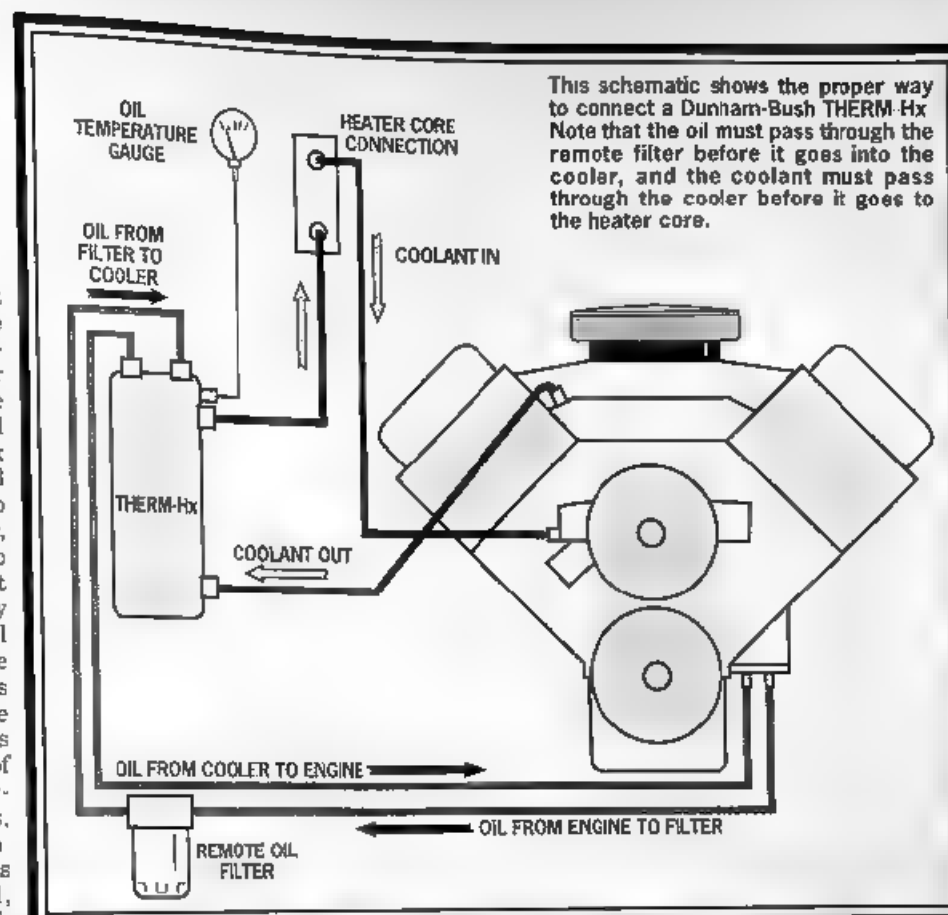


How To Install An Engine Oil Cooler

By Hib Halverson

Keeping a kit car engine cool can be difficult for a number of reasons. Space limitations, restricted radiator size and lack of airflow which all may contribute to overheating. However, the solution to this problem may not be found solely in the traditional water/antifreeze coolant system; just as important is the engine oil, because it's the primary coolant of the crankshaft, bearings, connecting rods, pistons and valvetrain.

If your kit car is already assembled, you may want to check



COOL IS COOL

the oil temperature by installing an oil temperature gauge. The safest range for petroleum-based oils is 180-210 degrees F and, for synthetic oils, 200-230 degrees F. These ranges provide the best lubrication and cooling with minimum torque loss due to oil viscosity. We wouldn't be surprised, though, if many engines in high-performance kit cars had sustained oil temperatures above those ranges. If that's your situation, consider adding an engine oil cooler to your project car.

Many choices in oil coolers are available, from budget-priced, fin-and-tube units with clamp-on hoses to top-dollar units that would do justice to a NASCAR Winston Cup race car. The Dunham-Bush Fluid Cooling Division has traditional oil-to-air coolers that are sturdy and efficient, but the firm also has a new, THERM-

Hx unit (Part No. 30500) that uses engine coolant to also cool oil. The name comes from the word *thermal* and the letters Hx are engineering nomenclature for heat exchanger.

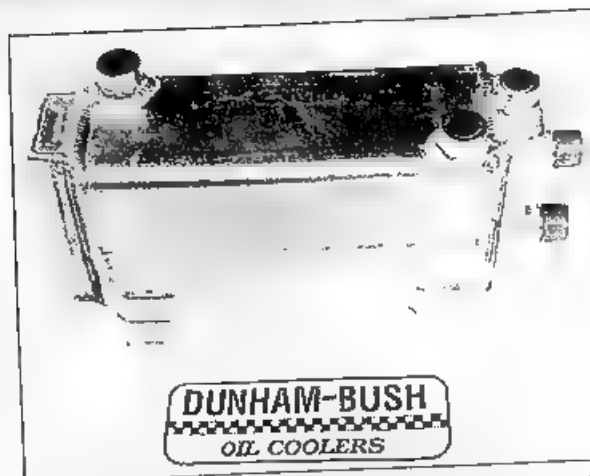
During normal engine operation in a car equipped with the THERM Hx, oil temperature will be about the same as coolant temperature. Under severe load, Dunham-Bush claims that the cooler is capable of holding an outlet oil temperature of 220 degrees F, if the coolant is 190 degrees F and the oil inlet temperature is 250 degrees F.

During engine warmup, the THERM-Hx's temperature gradient reverses, with the coolant warming the oil to optimum operating temperature faster than normal, for better circulation and less engine wear. Also, during the abnormal situation of extended, light-throttle operation

in cold temperatures, it is claimed to prevent excessive cooling of the oil that many engine builders believe is detrimental.

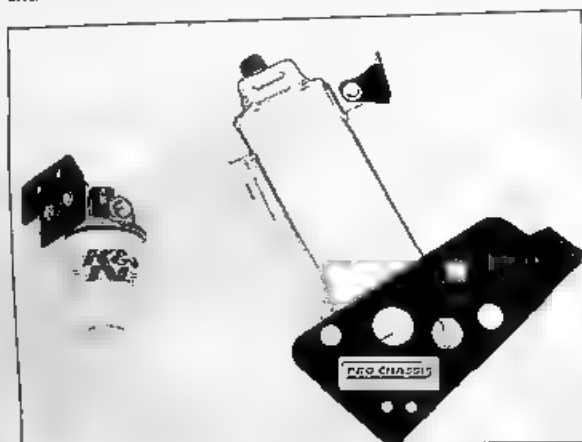
The core of a THERM-Hx is similar in appearance to a typical oil/air cooler and is manufactured using a new technology that Dunham-Bush claims makes a more efficient, longer-lasting product. This core is housed inside a heli-arc'd, aluminum case in which coolant circulates.

Although the THERM-Hx shown here was installed in a '71 big-block Corvette, the principles are the same for most installations, and thus one shared a common problem of many kit cars—lack of space under the hood. The owner of this car chose the Dunham-Bush cooler because it could be installed in an area with no airflow, which in this



DUNHAM-BUSH
OIL COOLERS

1 Dunham-Bush's THERM-Hx oil cooler is small enough (measuring 6½ x 14 x 4½ inches) to fit in tight places and does not require airflow to function. The unit uses AN-12 connections for the oil lines and pipe thread connections for the coolant lines. On the top of the cooler at right is an extra connection for use with an oil temperature probe.

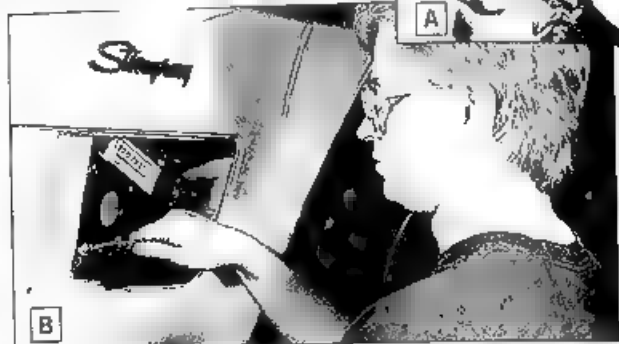


2 Fabricated by Pro Chassis, these steel brackets for both the cooler and the remote filter required a few trial fittings to achieve correct positioning in the tight spaces they occupy.

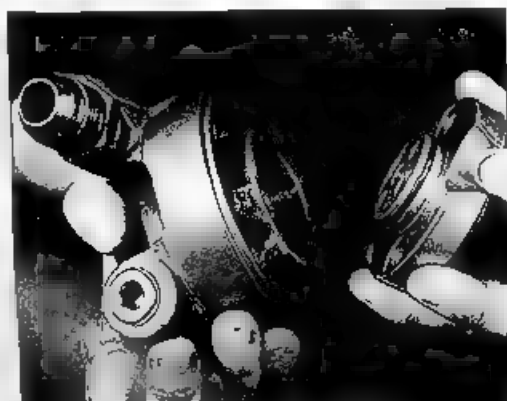
case was behind the passenger-side inner fender panel. Most of the wrenching and fitting was done by our friends at Pro Chassis, the same shop that's been of great help in our "Project Cobra" series.

Once the oil cooler is installed and before firing the engine the first time, fill the cooling system and overfill the crankcase by a quart. It takes awhile to build oil pressure, because the oil pump must first fill the empty volume in the cooler and lines. Rather than running the engine for several seconds without oil pressure, we suggest that you pull the distributor, install a pre-lube device, such as that made by B&B Performance, and drive it with a drill until you see oil pressure. Then reinstall the distributor and fire the motor. Run it briefly, shut it down, check the oil and add as necessary. The last step

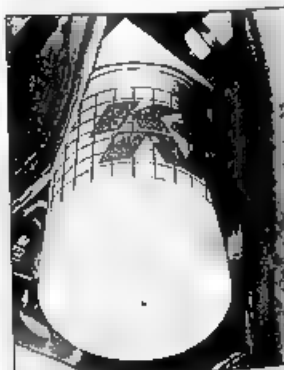
3 Due to space limitations the THERM-Hx had to be wedged between the Corvette's right-side "A" body mount and the right inner fender (A). Access to the bolts and nuts holding the cooler brackets to the underbody structure required removal of the side vent panels (B), an approach that may be typical of many kit car installations, especially Cobra replicas.



4 The Chevrolet big-block V8 had no factory oil cooler connections, so the stock oil filter mount was replaced with a Traco Engineering adapter plate (right, Part No. T109B) with oil line hook-ups and a remote oil filter (left, Part No. T101L), a setup that will probably be necessary with many engines used in kit cars. The filter mount can be ordered in "L" or "R" configurations, depending on how you want the inlet and outlet oriented. The Traco adapter fits only Chevrolet pushrod V8s and 90-degree V6s. If you are using another type of engine, Trans-Dapt is a good source for adapter plates. They are available for most American-made engines and many foreign units. Because of interference from the car's clutch linkage and the exhaust headers, the Traco adapter plate was modified on Pro Chassis' mill by adding a vertical outlet connection (arrow).



5 Traco's adapter plate is a two-piece assembly, installed by attaching an inner plate to the engine block and pressing an outer piece over the inner. Orient the connections the way you want them before tightening the center bolt. Note that its horizontal outlet has been capped off.



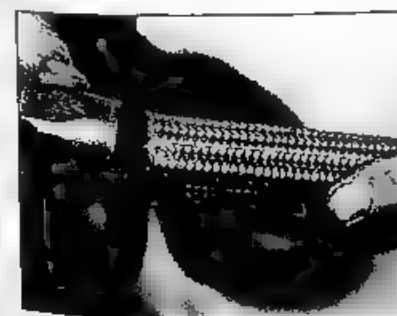
6 The Traco remote filter mount was installed on the lower part of the right inner fender next to the oil cooler. It accepts a Chevrolet-type spin-on filter, and we chose a K&N unit (Part No. 0025) for its low restriction and good filtra-

is to retire and run the engine to operating temperature while checking leaks and making sure that once the thermostat opens, the coolant is at the proper level.

Initially, because of the large amount of curved fittings on the oil lines, Pro Chassis was concerned about pressure drop due to restriction in the system. In reality, the drop was less than 10 percent. The Corvette engine used a racing-type L88/ZL1 oil pump and Red Line 10W-40 synthetic oil, so the drop was insignificant. However, those worried about pressure loss due to restriction can shim or otherwise modify the oil pump pressure-relief valve spring so that proper oil pres-



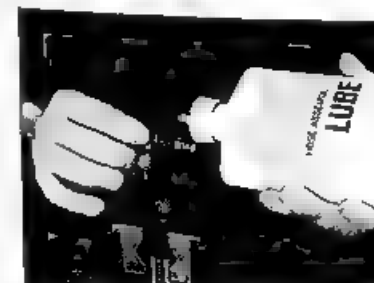
7 Pro Chassis used a variety of Aeroquip fittings and braided hose to connect the cooler and remote filter. Both are essential in handling high-pressure oil flow (heater hose is adequate for the coolant lines). At the top, from left to right, are 120-degree to straight-through fittings. At bottom right are the all-important vise jaw inserts that protect the fittings during assembly, and at bottom center is a disassembled fitting. The two pieces screw together. At left are several AN adapters.



8 Due to the expense of Aeroquip AQP Hose, determine the proper length required by mocking up the lines with garden hose, then purchasing the amount of braided line you need to do the job. Aeroquip AQP hose can be cut with a hacksaw or a cutoff wheel. To prevent braid flare-out, wrap the hose at the cut point with masking or duct tape, and then cut through the tape. The first part of an Aeroquip fitting is screwed onto the hose. The less frayed stainless braiding you have, the easier the part will be to thread.

sure is restored.

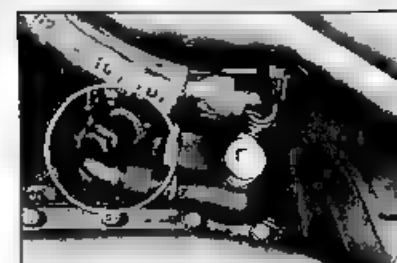
As for the effectiveness of the THERM-Hx unit, the Corvette's owner told us that in normal driving, the oil temperature had fluctuated quite a bit, but now stays about the same as the coolant temperature. During more demanding duty, he has seen the promised 25-percent reduction in temperature. KC



9 Be sure to coat the inside of the hose, nipple and threads with Aeroquip Hose Assembly Lube (Part No. FBM3553). Then, insert the hose into the fitting socket end until it butts up against the socket's threaded portion. Mark the hose just below the



10 The hose ends are best assembled in a vise with vise-jaw protective inserts that cushion and hold the fittings in place (We used Part No. FCM3661.) Push the nipple into the hose and engage the threads. Make sure the hose doesn't push out of the socket by checking the mark made earlier. Tighten the nipple using Aeroquip aluminum wrenches intended for use with AN fittings. Aeroquip's catalog contains additional instructions for assembly.



11 This closeup shows the installed adapter on the engine block. To keep restriction at a minimum, try using wide-radius bends in the lines and straight hose ends. When you need an angled connection, use a curved hose end (circle). Only as a last resort should you use angled AN adapters, because they are the most restrictive.



12 This overall view of the block adapter installation shows the complicated hose routing required due to the close proximity of both the clutch linkage and the exhaust headers. Aeroquip Firesleeve was used to protect sections of hose running close to exhaust system parts. The amount of line curving around the headers and mounting to the frame may seem a bit unusual, but it was the only way to run the line without sharp bends or a lot of extra length. Note Pro Chassis' trick little shield (the curved black tubing) that protects the hose from road debris kicked up by the left front tire. We secured the hoses running across the back of the engine with Aeroquip Support Clamps (Part No. FCM3488), to confine flexing motion to safe areas.

SOURCES:

Aeroquip Corp.
Dept. KC01
1695 Indian Wood Cir.
Maumee, OH 43537
419/891-7600

B&B Performance Sales
Dept. KC01
29752 Avenida De Las Bandejas
Rancho Santa Margarita, CA 92688
714/589-5956

Dunham-Bush Fluid Cooling Division
Dept. KC01
4850 E. Airport Dr.
Ontario, CA 91761
909/395-0365

Pro Chassis of Southern California
Dept. KC01
14821 Clark Ave.
Hacienda Heights, CA 91745
818/961-5207

Traco Engineering
Dept. KC01
11928 W. Jefferson Blvd.
Culver City, CA 90230
310/398-3722

Hedman/Trans-Dapt
Dept. KC01
9599 W. Jefferson Blvd.
Culver City, CA 90232
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RAD REBODIES

Go Ahead, Let Loose And Do Something Really Different

By Jim Youngs

Yes, we know all about it. Your production car just doesn't do it for you anymore. The romance is gone, the bud is off the bloom, your eggs are old, the fish is starting to smell. Don't give up on the old beater yet, though. There's an easy and affordable way to turn that tired old nag into a frisky young colt.



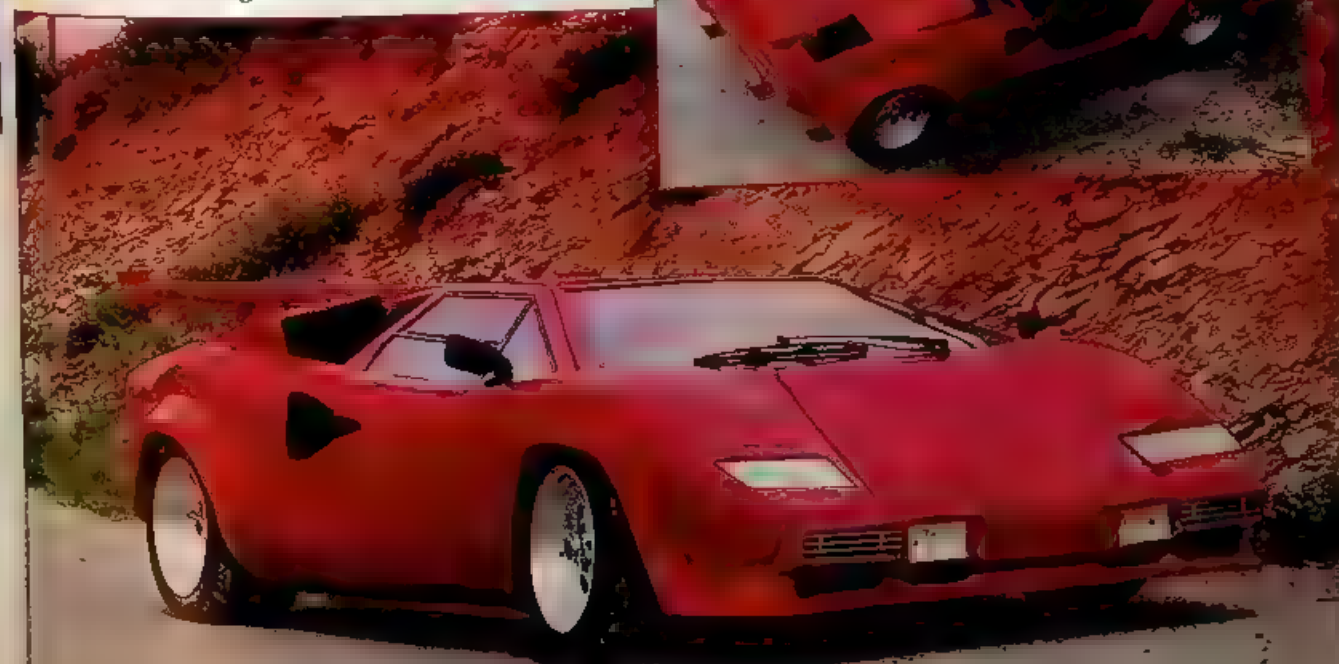
AUTO SPORT MARK II \$7995

PHOTOGRAPHY: JIM YOUNGS, DAVID FETHERSTON



RPM DESIGN SABER \$5495

A rebody project, an exotic face-lift if you will, is just the ticket. In this particular showcase, we included rebodies for both the Fiero and Corvette and also for the Porsche 911/912. In addition to a lower cost than a totally scratch-built kit, other benefits of a rebody include no-hassle registration and insurance and also easier maintenance and parts availability. The pride of ownership in such a project is no less significant, and best of all, everybody in town will think you've got the most radical thing on wheels.



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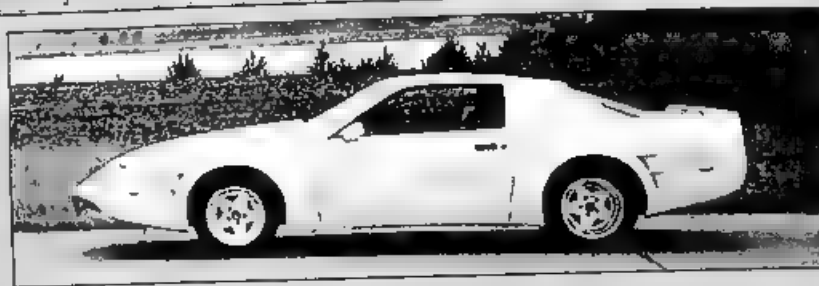
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Carralo
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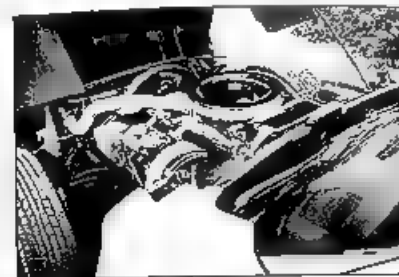
7825 County Road 11, Maple Plain, MN 55359 • 300 North Main Street Shelbyville, TN 37160
1-800-898-0008 • (615) 684-6825

RPM DESIGN SABER

Any Way You Slice It, This
Corvette Rebody Is
Really Sharp

Although European-style conversions have been the most popular on the Corvette, RPM Design's Saber offers a whole new approach inspired by American auto styling. This rebody fits on '68-'82 'Vette foundations to transform those dated, Coke-bottle-shaped cars into the modern head-turner you see here.

RPM Design's transformation kit, which retails for \$5495, comes complete with 11 hand laid fiberglass panels, a front frame extension, tilt-nose hinge assembly, assorted panel

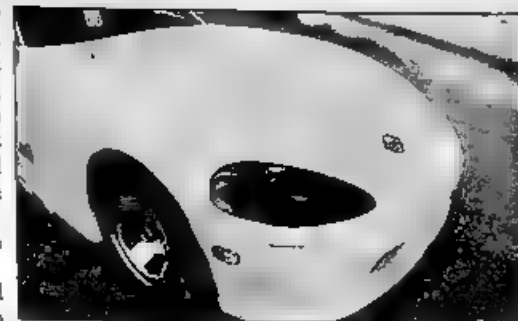


The tilting nose makes access to the Chevy mechanicals a snap

brackets and inner door liners. RPM also offers an assembly service at its Rhode Island facility, in which the complete body and headlight assemblies are installed and side pipes fitted on your car for \$10,900. Turn-key cars are also available.

RPM Design utilized computer-aided design (CAD) in the development of the Saber to help with details such as door opening clearances, tilt-nose travel and mounting points for some of the body panels. The firm also uses S-glass and high-quality vinyl ester resins in the fiberglass panels, with up to seven layers of hand-laid 1.5-ounce mat. The panels are nicely shaped and seem to fit quite well on the Corvette.

The beauty of using a Corvette as a donor car is that you get lots of excellent engineering, with four-wheel independent suspension, four-wheel disc brakes, a stout chassis and a healthy mill under the hood. Not only that, there's a whole wide world of aftermarket performance, suspension and interior goodies for dressing up the car even more. The



Although the American inspiration is obvious in this rebody, a number of details have been modified in the Saber to create a unique shape.

possibilities for this car seem virtually endless. The demo car sported striking black vinyl bucket seats with yellow accents. RPM provides nonupholstered inner door panels with the kit so that a builder can match the interior treatment.

The tilting front clip of the Saber is a neat feature, opening wide for almost unrestricted access to the engine. The 'Vette's roof line, windshield, rear window and other parts remain intact, as do the stock doors. Items like the stock T-tops can also remain if open-air motoring appeals. This particular car was built on a '77 L-48 model that is both plentiful and reasonably priced, essential features of a good donor vehicle.

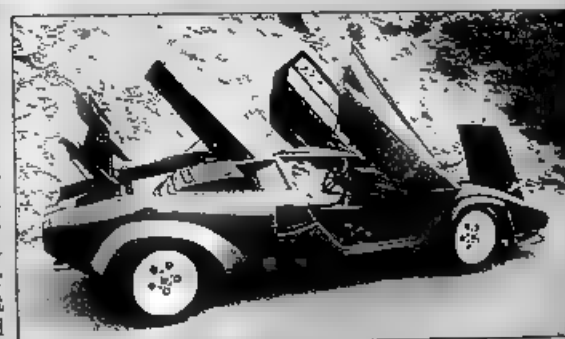
EURO-WORKS MIRAGE USA

Seeing Is Believing

Mirage is an apt moniker for Euro-Works' car, since what you think you see is not really what you do see. This exotic looker represents what the lowly Pontiac Fiero aspires to be. Euro Works modified a stock Fiero chassis and suspension and wedged in a 350 cid V8, with the help of V-8 Archie hardware, then attached the hand-laid

fiberglass panels to achieve the basic projectile.

In addition to being able to build on a stock Fiero chassis, the company also offers a beefed up, rectangular-tube space-frame for a stouter undercarriage. It features reworked strut towers to maintain proper suspension geometry but otherwise uses the stock Fiero



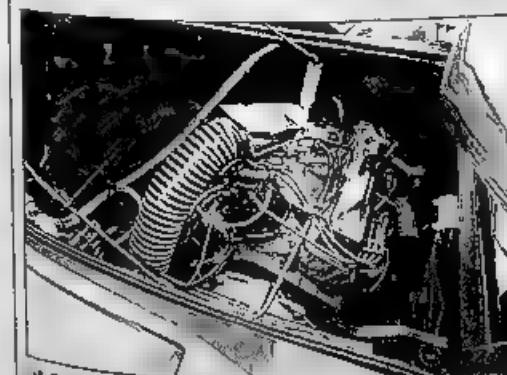
Like a Swiss Army knife, all the Mirage's doors and lids scissor-open with precision.

rearend, spindles, brakes, A-arms and such. Euro-Works adds a Neal dual master cylinder and proportioning balance bar. The front suspension is stock Fiero, lowered to provide a hunkered-down look, with fat Yokohama rubber at all four corners—255/40-15s on 10-inch wheels up front and 285/40-15s on 15-inch wheels out back.

On its demo car, Euro Works wanted an engine that would put folks back in the seats rather than an all-out top-end

twister, so the relatively mild 350 Chevy is a 1975 vintage with stock bore and stroke. The company estimates 290 hp thanks to the addition of a Crane cam, hydraulic lifters, an Edelbrock performer manifold and a Carter carb. A set of block-hugger headers helps the engine breathe easier. The Mirage maintains a stock '84 Fiero five-speed tranny helped by a custom Centerforce clutch from V-8 Archie.

The interior on this demo car was also massaged to disguise the Pontiac heritage as much as possible. Custom black doe-skin materials with red



V-8 Archie helped in mating the Chevy to the Fiero transaxle

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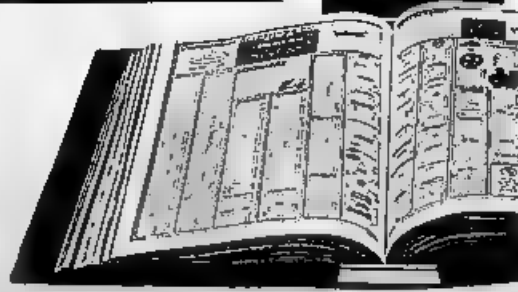
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pipings by Craegar Auto Interiors cover the fiberglass bucket seats. Instruments are all VDO, fed from a custom wiring harness. Although the interior is comfortable and allows drivers of virtually any height good seating positions, as on most cars with such wind-cheating contours, rear visibility is limited. This is a sacrifice you learn to live with for the sake of getting noticed.

Euro-Works does a great job of fit and finish, and we applaud, at least on the demo vehicle, its attention to the door hinges and latch mechanisms. Everything worked well with no fiddling necessary.

The numerous options and upgrades available will ultimately determine the individual cost. Euro-Works does offer a budget version to put the Mirage USA into an affordable category. A complete turn-key car on a stock Fiero chassis will run around \$30,000 (not including the donor car) and a body kit containing all the fiberglass panels and hardware, including the wing, sells for \$4995. And those prices are no illusion.

AUTO SPORT MARK II

Turn Your Polite Pontiac Fiero Into A Fearsome Ford GT40

Want to own a racing legend but don't have the megabucks it requires? Want to have the look of one of the most lethal Ferrari fighters to ever prowl Le Mans but also have air conditioning and an automatic? Even the faithful repl.ca GT40s of today can run into the six-figure range (see cover story), but there is a sensible alternative if the fearsome-Ford appearance is what you're after—the Mark II Fiero conversion from Auto Sport Performance Products (ASPP).

ASPP tells us that the fiberglass panels are made from original Mark II molds acquired from GT40 tuner/builder Holman & Moody. Dimensionally the original car and the ASPP Mark II are similar, so it seemed a natural platform on which to build a replica. The original car's critical measurements: 95-inch wheelbase, 70-inch width and 40-inch height. ASPP's car has a 93.4-inch wheelbase, 76-inch width and a height of 44 inches. To get the Fiero to hunker down further than it really wants to, ASPP offers an optional 2-

FIBER JET 59

Improving On An Already Great Performer

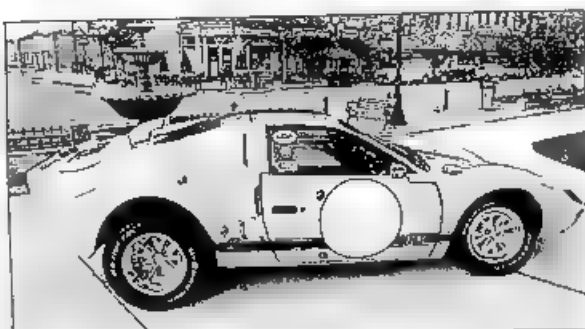
Even though Porsche purists would be aghast at the thought of tampering with the lines of a 911, Fiber Jet's 59 reboddy will doubtlessly appeal to admirers of the 959 supercar. Another attractive aspect is the surprisingly low price of a high-performance Zuffenhausen donor car. A quick scan of West Coast newspaper classifieds revealed that a '87 912 listed for as low as \$4000, and

a '72 911 for less than \$6000. If you still have qualms about cutting up a really clean 911 or 912, you'll save even more by starting with a slightly damaged car. Just be sure to check for rust damage, which is a common problem in older 911s and 912s.

The 59 reboddy shown here is actually fitted on an '80 911SC coupe (about \$12,000, used), but the kit can be attached to virtually any Porsche 911/912 series coupe or Targa. Priced at \$4500, this kit replaces all of the body skin below the window, less the hood and doors. Keep in mind that this reboddy is designed to use the flat



It really doesn't cost all that much to give a stock 911 or 912 a truly world-class look.



A stock Fiero is a few inches higher than the original 40-inch GT40, so drop spindles are recommended to adjust the ride level.

inch drop spindle arrangement from Bel Tech (fits '84-'87 models only).

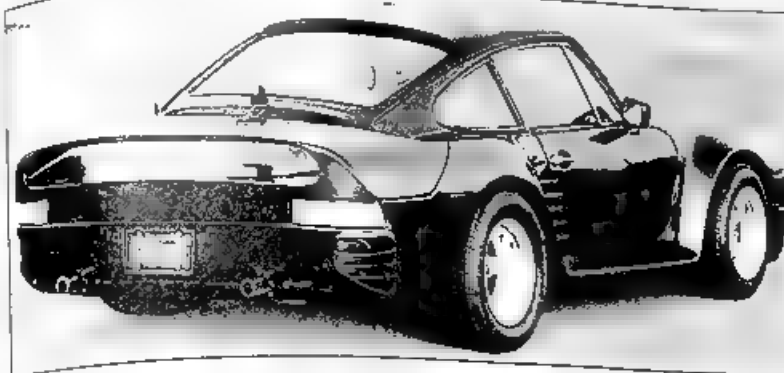
The Mark II kit comes complete with all the bolt-on body panels necessary for the transformation, plus appropriate hardware, taillamps, parking lamps, scoop screens, headlight mounts, hood pins and even Le Mans style gas caps. The base kit retails for \$7995, and ASPP reminds builders that Fiero body panels can be sold to help defray the costs. The company will also do the conversion for you. Just drop off your donor car and \$15K, and drive home a completed, painted car.

The rear clip of the ASPP kit is hinged at the back and lifts away

from the car. Trimming of the bumper supports and the bottom of the trunk well are necessary alterations. An acrylic rear window is supplied with the kit, but unlike the original, you can't see the distinctive GT40 engine and bundle-o'-snakes headers. It's also necessary to lift the

rear clip for refueling, though ASPP has an optional gas fill kit that utilizes a flip-out section on the rear fender.

There is a large Fiero aftermarket performance network, so your donor car can be pumped up to exceed its corporate constraints. There is plenty of room in that mid-engine bay to drop in a turbocharger, Quad 4 or even a V8. Tom Guay, the owner of this car, kept the stock V6, but added a bottle of nitrous go-juice for on-demand power. Also available are suspension improvements, brake tricks and other items designed to unleash the potential of such a racy-looking replica.



The ring wing markedly improves the lines of a stock 911 or 912.

hood found on later models, so if you have an early 911 or 912 with the rolled hood, you'll also need to retrofit this component as well. Fiber Jet claims experienced bodyworkers can install the basic components in about eight hours, not including prep and paint. Tech assistance is available by phone for the do-it-yourselfer.

One important tip: When you install the 59, and this goes for most other reboddies, the wheels should be on the car when you fit the panels to ensure proper alignment and spacing. Fiber Jet says its kit is self-

aligning but still recommends the wheel-on procedure as a general rule. If you don't put on the wheels first, not only will the fenders look out of proportion, but the wheels may also interfere with the bodywork.

The conversion shown here belongs to Fiber Jet Industries owner Tim Figuhr, and he's already put 15,000 enthusiastic miles on it, so he's both a seller and a player. Porsche mods are always better when they come from Porsche enthusiasts. And the really great thing about this conversion is it still looks like a Porsche, inside and out.—David Fetherston KC

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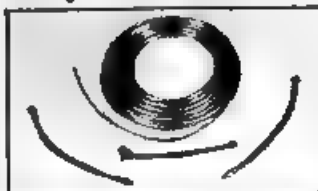
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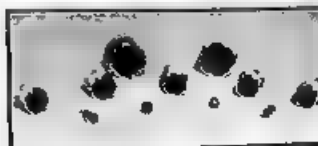
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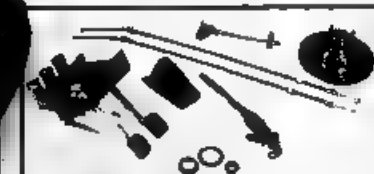
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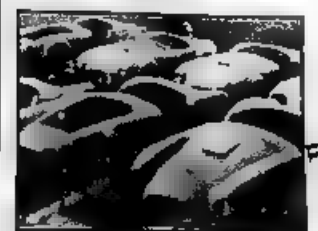


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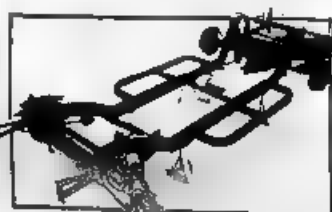


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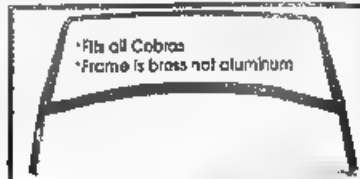


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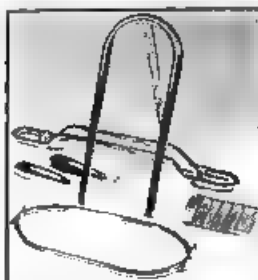
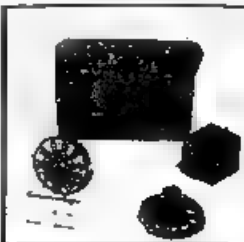


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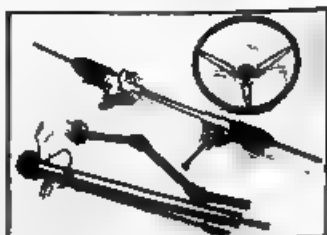


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American Thunder Tryke Strikes With The Best Bang For The Buck On The Planet

By Truman Temple

Just when you thought Mel Gibson, Toadie and the Feral Kid had vanished into film history, the whole *Road Warrior* image is back, this time courtesy of American Thunder Tryke. Its Chevy V8-powered, tube-frame three-wheeler looks like it rolled off the backlot of that sci-fi movie of a decade ago. And if a buyer ever finds himself in a similar post-World War III world, he'll probably emerge the victor in just about any performance battle. Also he won't have any trouble scrounging parts from street wreck-ers either, thanks to the firm's use of everyday, off-the-shelf components. Yet this hybrid vehicle, with a motorcycle front and a car's drive-



PHOTOGRAPHY STEVE GEMILL

All Aboard For The
Ride Of Your Life On
Unique's New And
Improved Cobra

SILVER STREAK

By Steve Temple

One of Dr. Doolittle's fantasy animals, aptly named "Push Me, Pull Me," had a head at each end, presumably for looking both forward and backward at the same time. Unique Motorears, one of the more successful and enduring Cobra replica firms, displays this same uncanny ability in providing both the allure of the past and the technology of today. Two examples of this "unique" approach noted in previous issues are the company's historical homage to the rare 289 FIA ("One Of A Kind," September '91) and a 427-style high-powered weapon armed with a 565hp small-block V8 from Ernie Elnott ("Nasty NASCAR Cobra," November '92).

Now, the latest developments from Unique are found on top and underneath the firm's Cobra replicas. Looking to Cobra history, Unique is just now completing a Le Mans fastback hardtop that also addresses concerns about the practicality of an open roadster. We'll furnish more details in a future issue when the car is completed.

On the technology front, Unique has introduced some interesting sus-

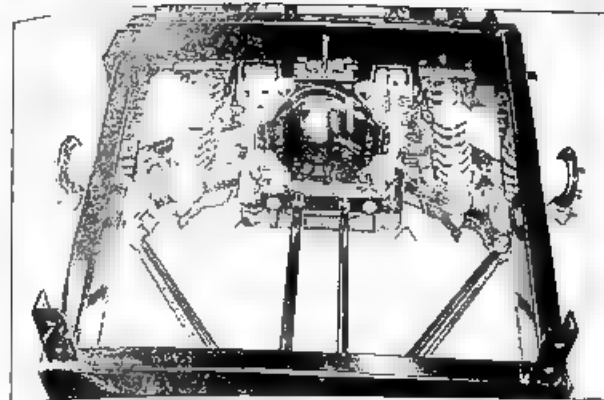


pension mods, both front and rear. At the nose is a new custom setup available as an optional upgrade (\$2490) in addition to the standard MGB unit. While the new front end preserves the same geometry, Unique's Rick Weaver says it offers a number of improvements such as adjustability, greater travel, better brakes and stronger, one-piece control arms. He adds that it also reduces unsprung

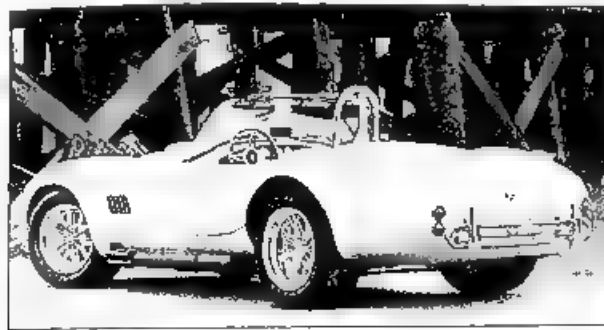
weight as much 45 pounds and features a ball joint instead of a bushed spindle. Retrofitting this new front end on earlier Unique replicas consists simply of welding two brackets on the upper shock mount and notching the inner fenderwell.

At the rear, the popular Jaguar independent (reconditioned and narrowed) is still employed, but with a twist—or rather, a lack of one. In its

PHOTOGRAPHY STEVE TEMPLE



A new suspension upgrade is a set of rear-mounted trailing arms for greater stability on hard starts

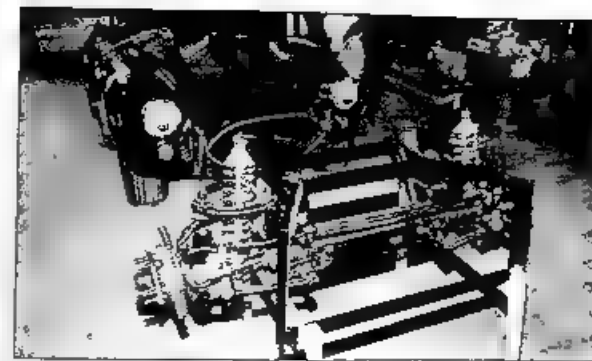


A metallic look, both inside and out, pays homage to the original

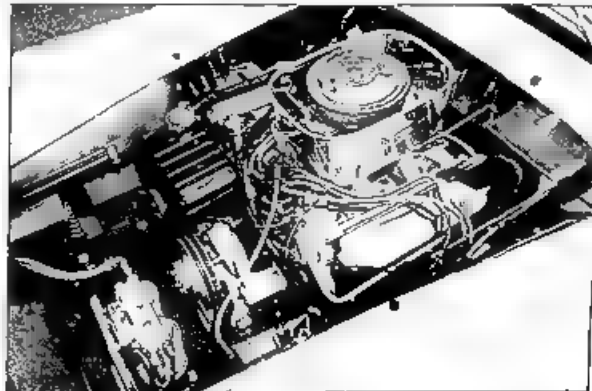
stock form and under hard acceleration—hardly an uncommon event for a Cobra replica—the Jag IRS tends to shift or flex, in part because the half-shafts serve double duty as upper control arms (Original 427 Cobras had upper and lower A-arms.) To offset this tendency, Unique offers additional triangulated bracing, or rear-mounted trailing arms, that run aft to the back of the frame. Weaver says they eliminate the older forward links' opposing pivot points that on quick starts may bind up and restrict travel of the lower control arms. Priced at \$320, these new trailing arms, with nonopposing pivot points, are now standard on all kits and available as a retrofit. They require only one new bracket to install.

These suspension mods sound good in principle, but do they actually work? In order to put their money where their mouths are, the Weavers threw a Cobrafest for past and future customers, and rented some track time at the Talladega Grand Prix road course. Even though the Silver Streak pictured here had precious few hours on its engine, the Weavers graciously lent me the keys for a few hot laps and drop-the-hammer runs.

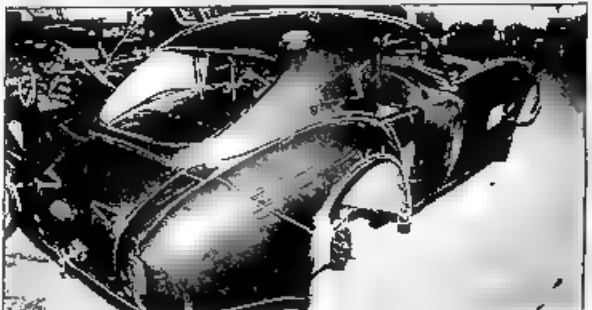
On the road course, the suspension felt as tight as a drum. The car cornered quickly and without complaint, and didn't throw any surprises in rapid transitions. It's well-balanced, and the ride was comfortable without sacrificing sporty handling. Some credit for the nimbleness should go to



Unique's custom front end features the MGB geometry, but with less unsprung weight and stronger, one-piece control arms



The turkey pan and panels create the look of the original.



Both practical and historical, a new Le Mans-style fastback top is now available

the BFGoodrich Comp T/A tires, which we've found in previous testing can make a big difference (see "Cobra Shootout," November '93). Braking feel was proportioned evenly front and back, and the only thing I could gripe about was the pedal position. It's obviously set up for street use because the throttle and brake were too far apart for heel-and-toe driving. Yet my complaint didn't seem to faze Alan Weaver, who nailed some of the quickest times of the day in this Silver Streak (see sidebar for more details).

As for hard acceleration, when we revved up the 411hp 427 sideolier and dumped the clutch, the rear end did twitch a bit before the tires hooked up—we'd be disappointed if it didn't—then it dug out, and the

JANUARY 1994 85

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Unique's Cobrafest—It's My Party, And I'll Fry 'Em If I Want To

One of the best recommendations for any product or company is one that comes from a satisfied customer, and Unique sure has plenty of them. About three dozen Cobra owners with their families and Cobras in tow converged in Gadsden, Alabama, last spring for the first-ever Cobrafest. And what a festival from a factory tour with good grub (thanks Momma Jean.) to a "run-whatya-brung" shootout on the 1.3-mile Talladega Grand Prix road course. One really appealing thing about this sort of gathering is you get to sample some down-home hospitality and meet the Weavers firsthand. You'll find this is a family of real Cobra enthusiasts, not replisnake-oil salesmen. For the record, Fast Lap honors went to Fred Thum's 289 F.A. (time—1:15.184) and Paul Sonderfan's 427 (1:11.799). Alan Weaver had the lead early on, but Paul bested him in the afternoon. There's always next time, Alan. See you on May 7th!



Cobras, cobras, everywhere—what more could you ask for on the Talladega Grand Prix?



The winding road course had enough of a straightaway to blow out the cobwebs.

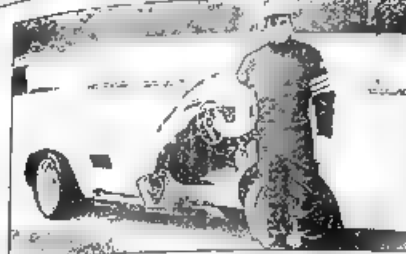
Brian Estes' hand-controlled Cobra earned an Outstanding Achievement award with credit also going to his stepdad, Wayne Agent, who built the car.



Bobby Shrader spent two years building his Unique, but it only took two minutes for us to pick it as Best Of Show.

car was gone like a shot. We estimate a 0-to-60 time in the low fives is an easy mark to hit, but we'll have to decline printing a hard number, because we weren't able to correct our data for altitude and weather conditions. Suffice it to say this is easily one of the best Cobra replicas we've driven, both in a straight line and on the curves, and it should have no trouble keeping up with the cream of the crop, precisely because that's what it is.

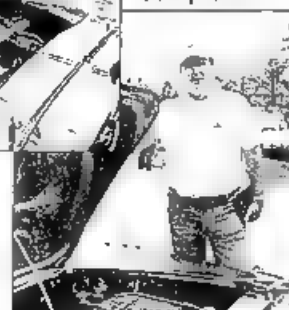
Performance isn't the whole story here, though, as shown by the extra touches added to make this car a looker. The silver metallic paint job, the period treatment of the engine bay and the brushed-aluminum panels add to the car's visual appeal. Purists may nuzzle about the lack of rolled edges on the cockpit coaming and deeper floorpan, but this is obviously one replica maker that looks forward as well as backward and isn't reluctant to



Alan Weaver took the lead for Fast Lap time early in the race but had to settle for second place in the big-block class, behind Paul Sonderfan.



Other achievement plaques went to Doug Buchanan (left) for his chromed engine bay and Kirby Quirk (below) for his jumbo-sized cockpit.



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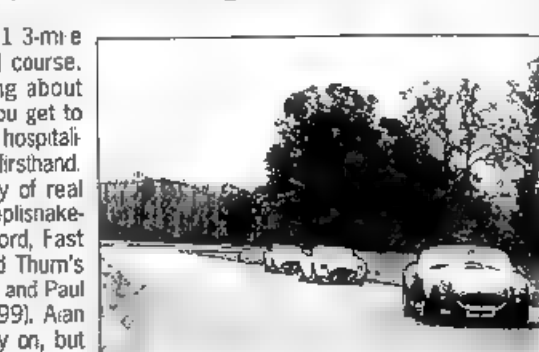
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Unique's Cobrafest—It's My Party, And I'll Fry 'Em If I Want To

One of the best recommendations for any product or company is one that comes from a satisfied customer and Unique sure has plenty of them. About three dozen Cobra owners with their families and Cobras in tow converged in Gadsden, Alabama, last spring for the first-ever Cobrafest. And what a festival, from a factory tour with good grub (thanks Momma Jean!) to a "run-whatya-brung" shootout on the 1.3-mile Talladega Grand Prix road course. One really appealing thing about this sort of gathering is you get to sample some down-home hospitality and meet the Weavers firsthand. You'll find this is a family of real Cobra enthusiasts, not reprints-on-salesmen. For the record, Fast Lap honors went to Fred Thum's 289 FIA (time—1:15.184) and Paul Sonderfan's 427 (1:11.799). Alan Weaver had the lead early on, but Paul bested him in the afternoon. There's always next time, Alan. See you on May 7th!



Cobras, cobras, everywhere—what more could you ask for on the Talladega Grand Prix?



The winding road course had enough of a straightaway to blow out the cobwebs.

Brian Estes' hand-controlled Cobra earned an Outstanding Achievement award, with credit also going to his stepdad, Wayne Agent, who built the car.



car was gone like a mate a 0-to-60 time in is an easy mark to have to decline price number, because we correct our data for weather conditions. So this is easily one of the replicas we've drive straight line and on it it should have no trouble with the cream of the because that's what it

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Alan Weaver took the lead for Fast Lap time early in the race but had to settle for second place in the big-block class, behind Paul Sonderfan.



Other achievement plaques went to Doug Buchanan (left) for his chromed engine bay and Kirby Quirk (below) for his jumbo-sized cockpit.



Maurice Weaver didn't take things lying down when Richard Morrison's authentic 289 broke a cowl coming off the trailer.

make improvements to suit customer preferences Dr Doohittle should have such an exotic creature in his menagerie. KC

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I DID IT!

By Jim Youngs

Those of us who are building a kit car sometimes shudder at the answer to certain questions. In my case, I'm assembling (with my teenaged son's occasional help) an Elegant Motors Cobra 500 Weekender on a '77 Corvette chassis. When I asked the company how to install the steering column I not only shuddered, but also groaned. Elegant's Harry Broddus revealed that the stock Corvette steering column would not fit the new Cobra replica body (and neither would the stock radiator, but that's another story), so the solution was to head for the salvage yard, find a late-model GM sedan column and then shorten and reweld the connector. I'd love to have the tools necessary to accomplish that, and the know-how to use them properly, but it took me nearly 21 years of marriage just to get an air compressor.

Fortunately for those of us who are welder-challenged, there is an alternative. That firm with the funny name, ididit, is in the business of custom machining and fabricating steering columns and allied hardware for the hot rod industry. It occurred to me that maybe one of its steering columns would work for my project. I learned instead that ididit can supply a column for virtually any car or truck application because the company custom fabricates columns to fit almost any steering box. (Just the ticket for your average kit car builder!) Also, ididit has a wide variety of columns (including tilt and telescoping models) in several finishes, including polished billet aluminum and ready-for-paint steel models. The columns are GM-based and come complete with wiring harnesses, four-way flashers, horn and turn signals.

Since my car is pretty unconventional and leans heavily toward displaying its hot rod roots, a polished billet-aluminum tilt column seemed a natural. I took some very careful measurements guided by ididit's catalog hints and settled on a 38-inch piece 88 KIT CAR

Hooking Up ididit's Steering Column Is Kid Stuff



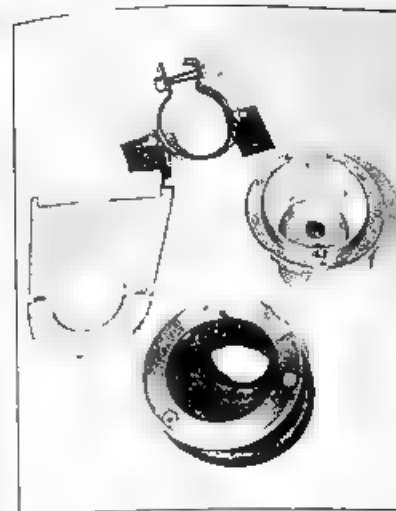
with a 1-inch, 48-spline to fit my stock rag-joint power-steering box. The polished unit carries a retail price of \$575. The company also offers its steel columns in 32- or 35-inch sizes for \$250. To cap off the column I chose an ididit billet aluminum steering wheel adapter and a nine-bolt LeCarra Mark 9, leather-wrapped wheel.

Installation of the steering column and related hardware was very simple. Basically it involved drilling a 2½-inch hole in the firewall to accom-

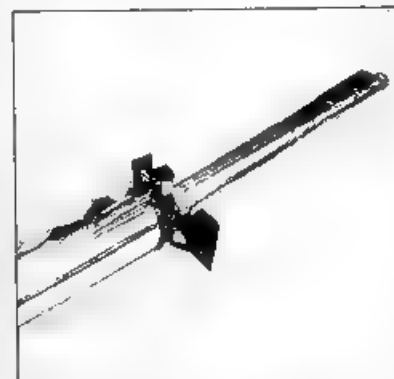
modate the lower steering tube. My car's dash has a 4½-inch molded horseshoe opening for a column, which allowed plenty of clearance for the new column's head. The steel structure under the dash includes a welded plate for attaching an upper steering column support and ididit's unit fits well without any alterations required. In addition, ididit offers a Swinger Drop, a billet aluminum clamp with a pivoting mounting plate to hold the upper portion of the

continued on page 91

PHOTOS BY JIM YOUNGS AND JAMES YOUNGS, JR.



1 Mounting hardware included with the ididit column consists of a Swinger Column Drop (left) with billet aluminum construction and a swivel mounting plate so that it can be mounted at any angle. It holds the upper portion of the new column under the dash. Also included are a universal floor mount (top) and steering wheel adapter (right). A rubber boot and aluminum trim ring (bottom) finish things off where the column comes through the firewall.



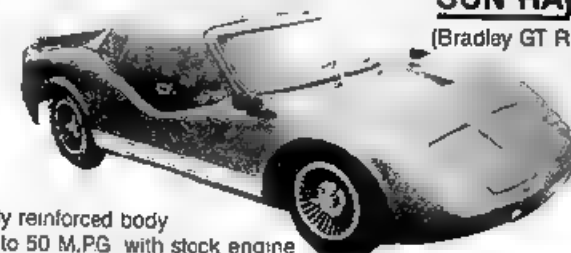
2 First slide the universal floor mount onto the column. One tip: Wrap electrical tape on the inside surface of the clamp to prevent it from scratching the shiny polished aluminum surface.



3 After drilling a 2½-inch hole in the firewall, carefully fit the column through the hole.

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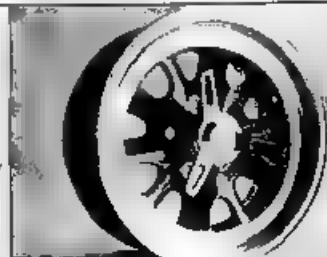
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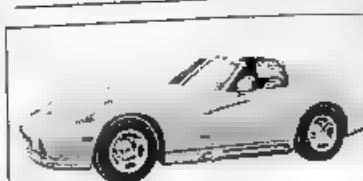
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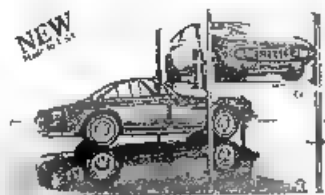
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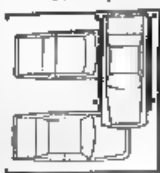
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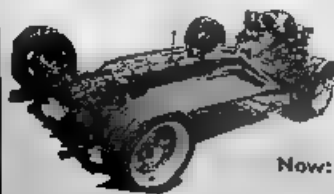
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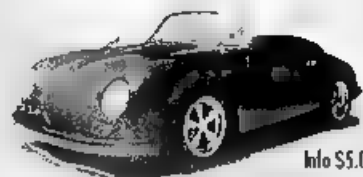
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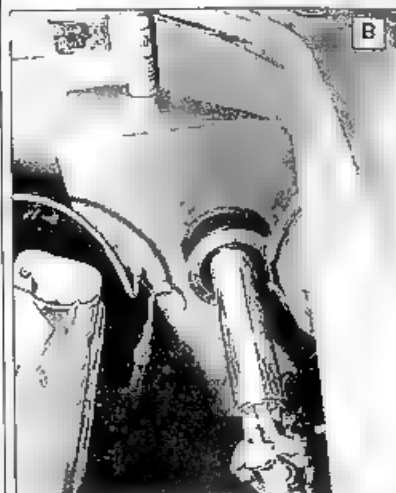
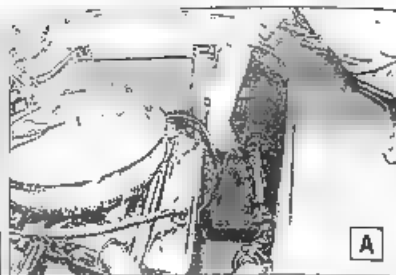


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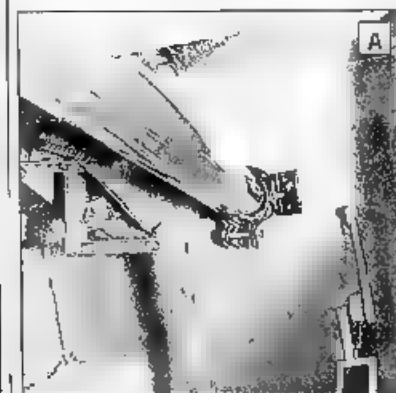


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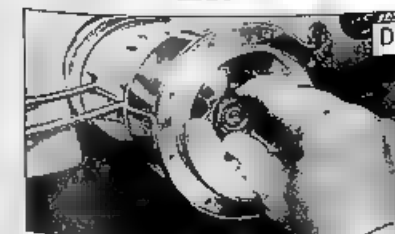
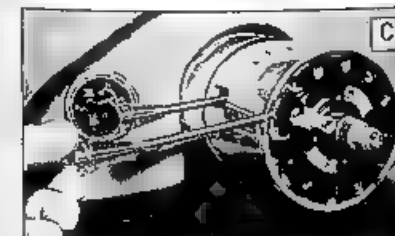
4 Attach the trim ring on the engine compartment side and then insert the spline into the steering box coupler. The rubber boot has a split so that it can be added later.



5 Next position the universal floor mount prior to drilling holes (A), and then drill and attach nuts and bolts (B).



6 Position the Swinger Column Drop, which holds the upper portion of the steering column under the dash and screw it in with an Allen wrench.

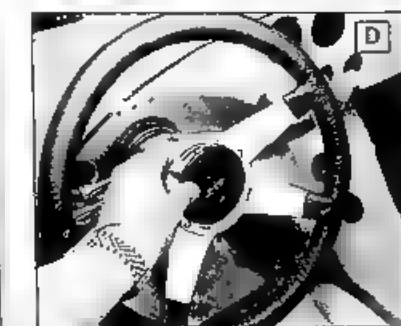
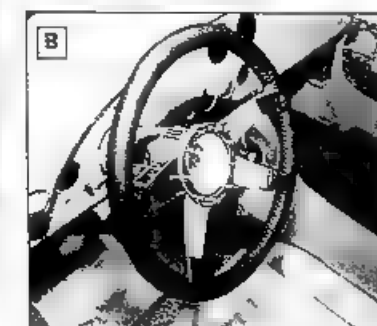
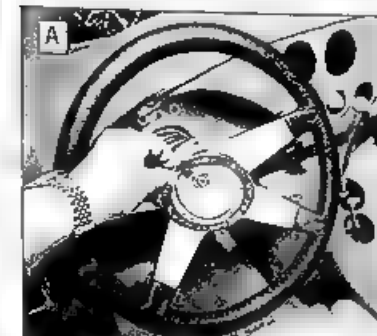


7 Attach the tilt lever by screwing it into the head (A). The turn signal lever (B) slides through the housing and is screwed into place on the hub face. Next, screw on the decorative billet aluminum knobs (C), and then attach the billet aluminum steering wheel adapter on the column head (D), and tighten down the center nut.

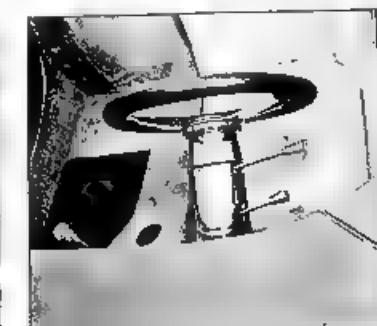
continued from page 88

steering column at almost any angle. I also used ididit's universal floor mount, a gimbaled clamp arrangement designed to hold the column securely at any angle, in this case on the inside of the firewall. I found a Racecraft steering column rubber boot and aluminum trim ring that neatly finished

things off on the outside of the firewall. The new column installation was neither time consuming nor difficult, and it quickly and easily solved a problem for my project. The folks at ididit were very helpful and willing to provide answers to specific steering column applications, all to make sure you too can say "I did it!" **KC**



8 The crowning comes with the addition of the LeCarra Mark 9 wheel that is bolted onto the hub with its front plate (A) and nine bolts and nuts (B). The final step is installing the horn button. The wire from the button passes through a small tube in the hub (C) with a twist to keep it in place. Then the horn button (D) snaps into the hub opening.



9 My new steering column is called an ididit because I installed it. And I'm really pleased with the high-tech street rod look of billet aluminum in my kit. My son likes it, too.

SOURCES

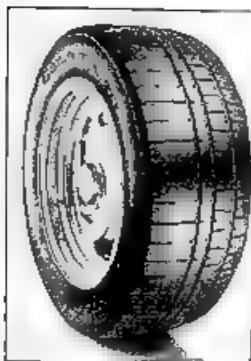
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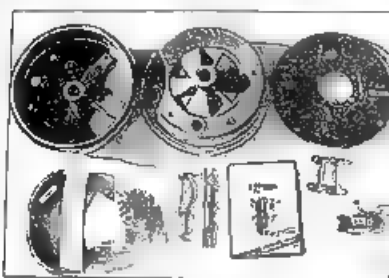
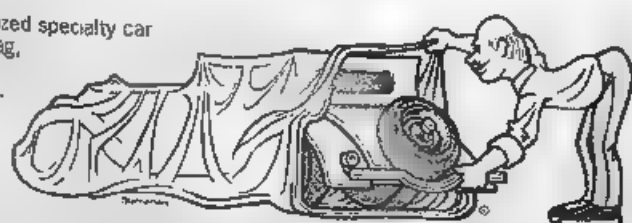
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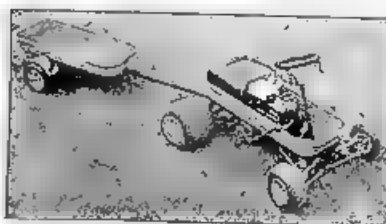
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94 KIT CAR



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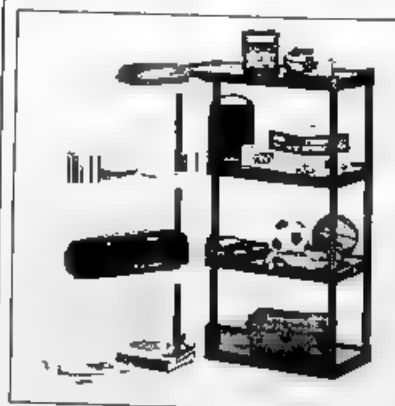
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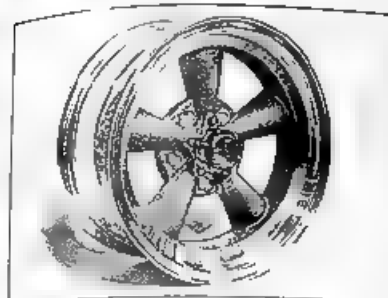
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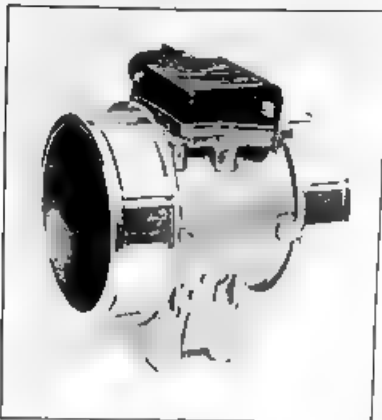
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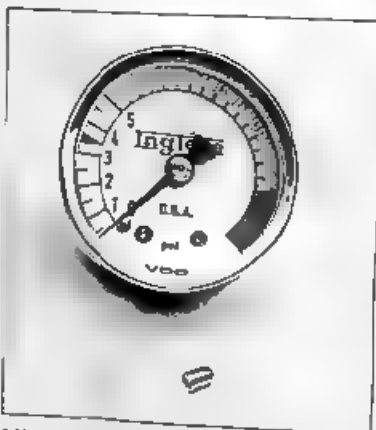
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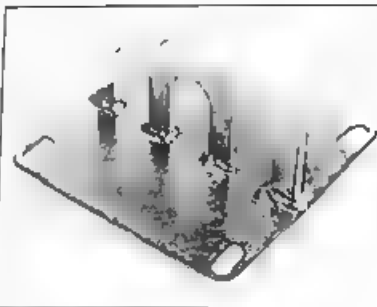
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96 KIT CAR



FULL PLATE

When you're ready to hoist the engine into your kit, make the job easier with an engine lift plate from Moroso Performance Products. Made of 3/8-inch steel, it has three lift points and fits standard Holley and Quadrajet type carburetor mounting-bolt patterns. The plate also seals the engine when the car is stored. Moroso Performance Products, Dept. KC01, P.O. Box 1470, 80 Carter Dr., Guilford, CT 06437, 203/453-6571



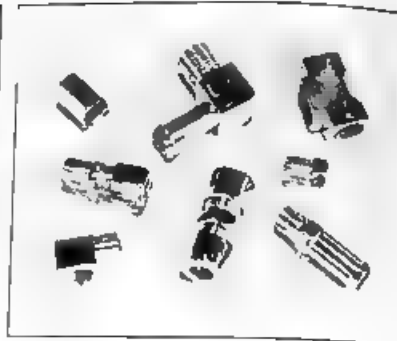
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TOP BRASS

If you just can't seem to find that shiny little widget to finish off your kit, Gardner-Westcott offers a variety of brass fittings. Available in standard or chrome-plated finish, they range from 1/8-inch-diameter compression fittings to 3/4-inch heater hose fittings. For a catalog, write or call Gardner-Westcott, Dept. KC01, 30962 Industrial Rd., Livonia, MI 48150, 800/521-9805



DEALS ON WHEELS

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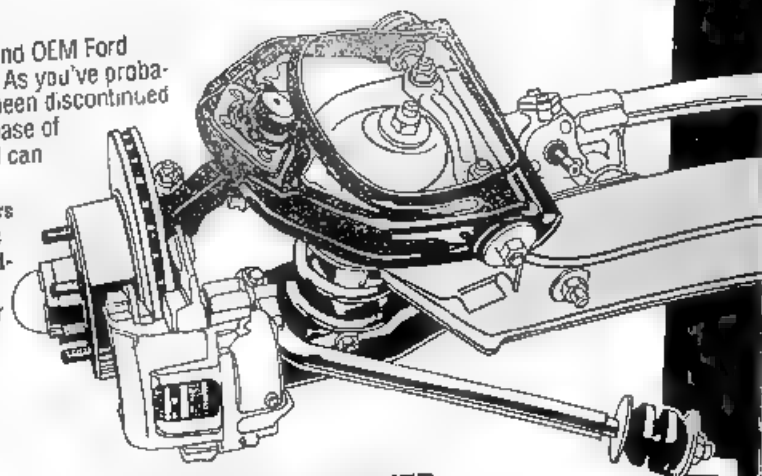
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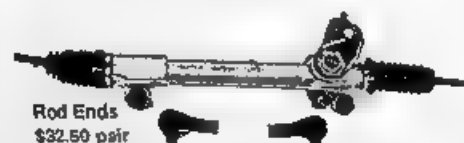
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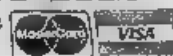
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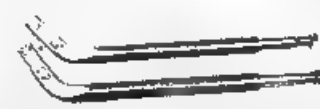
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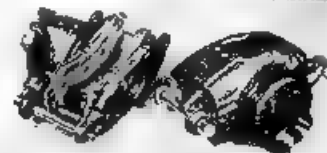
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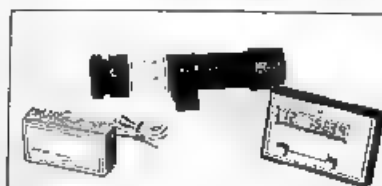
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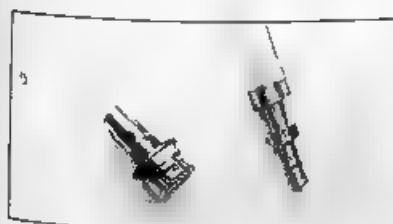
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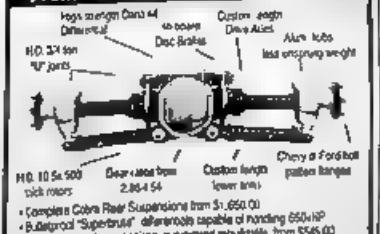
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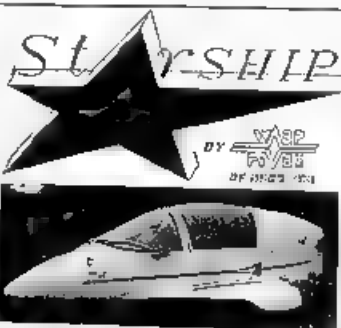
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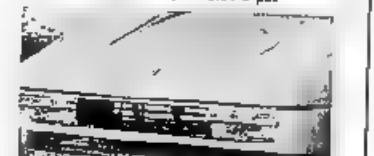
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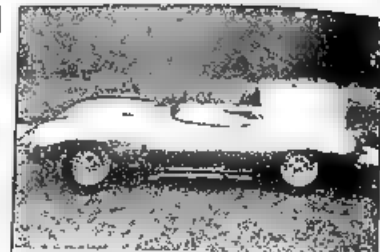
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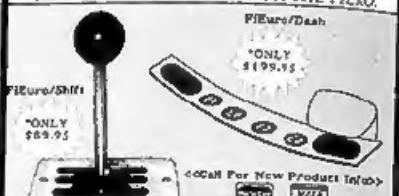
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FIBERGLASS BY THE BOOK

I'd like to make a number of modifica-
tions to a fiberglass body I own and per-
haps create a design of my own as well,
but I don't know how to start. Can you
recommend any reference books before
I start laying on resin and glass?

Bill Boren
Fontana, CA

Most kit car bodies are made of this
plastic fantastic material, but how much
do most of us really know about fiber-
glass and how to work with it? Probably
not all that much if we were to be truth-
ful about it. I came across a project
recently that required attaching some lit-
tle steel reinforcement pieces to my car
as a backing plate for an accessory. I've
been around kit cars and the fiberglass
boat-building business for about 20
years, but I really didn't know where to
start to accomplish the task. Sure, I've
seen plenty of kit car bodies being mold-
ed, and I've seen hulls and decks being
bonded together, but that isn't enough.

Fortunately there are some resources
available to help out with fiberglass pro-
jects if we just search them out. One
such reference is titled, *Glass Fiber Auto
Body Construction Simplified*, written by
John A. Willis. As you might guess from
the antiquated wording, it was originally
published in 1952 and updated in 1965.
Despite its age, the book provides a
world of information on practically every-
thing made of fiberglass within the dated-
looking covers. The entertainment value
of the old Corvette photos and the "Rose
the Riveter" hairdos from that era are
alone worth the cost. And, amazingly
enough, the process of using fiberglass
in constructing and repairing cars has
changed very little over the course of
time, so the illustrations showing work
on the original Motorama Corvette and
other '50s-vintage vehicles are applicable
today.

Willis was a pioneer in the fiberglass
business and is credited with developing
the practical production method for cold
cure or promoter processes of produc-
tion with polyester resins and fiberglass
female molding systems. He is credited
with numerous boat and car designs and
has just recently updated his 1965 writ-
ing with a supplement to the book that
includes the latest information, sources
and procedures for laymen and profes-
sionals alike.

KIT TECH

By Jim Youngs

Willis's tome includes virtually all top-
ics concerning the use of fiberglass,
including how to make design models,
mold construction, accessory attach-
ment, finishing, filling and painting. He
also includes a list of suppliers of fiber-
glass products as well as a reference
section. The book is a valuable resource
for any kit car enthusiast's library. And
yes, I did learn how to attach the piece
I'd been wondering about by using
ethoxyline resins that have excellent
bonding characteristics to attach plastic
to plastic, metal to plastic and metal to
metal without fear of separation.
(Editor's note: we have also found
Polyfix an excellent bonding and repair
material for use on fiberglass. See
"Filling The Gaps," November '93) To
obtain a copy of *Glass Fiber Auto Body
Construction Simplified* write to
Westwood Publishing, Dept. KC01,
7217 O'Malley Dr., Richmond, VA
23234, or call 804/743-8118 ext. 17.

TURN, TURN, TURN

I love the looks of my new Fiero con-
version, but the car's broad turning
radius irks me. Do you know of a quick
fix for it?

Bob Costis
Phoenix, AZ

We've had several readers ask if there
is a way to alter a Fiero steering system
to allow a tighter turning radius. Our
friends at the Fiero Owners Association
(409/582-4193) tell us that, though not
an official FOA recommendation, the fol-
lowing has worked on early '84 models.
Before altering anything, though, be
sure to think the changes through, and
take several measurements to make
sure this will work on your particular
conversion. Start by cutting the boxlike,
welded-on steering stop and bending it
progressively with a hammer until a turn
diameter of about 31 feet is achieved
(stock is somewhere around 40 feet). A
tighter radius is not advised and even at
31 feet, be sure to adjust the position of
the brake line to avoid kinking and
stretching. Newer models achieved a
36-foot turning radius that can be
reduced to 33 feet by grinding about a
1/2 inch from the spindle stop where it
contacts the lower control arm. You will
also have to grind a little metal from the
cast aluminum brake housing to clear.
Again, check to make sure the brake
lines will not be kinked or stretched.

MGTD PARTS

I recently purchased a used replica of
a '52 MGTD made by British Coach
Works Ltd. of Arnold, Pennsylvania. I
called the listed number to discover it
had been assigned to a private resi-
dence. All I really need are some acces-
sories for this car. Can you help me? The
car attracts considerable attention wher-
ever I go.

Hal Jean
Wenonah, NJ

We don't have any further information
on the manufacturer, Hal, but you are in
luck. A number of MGTD manufacturers
are still in business. We suggest con-
tacting Classic Motor Carriages, Dept.
KC01, 16650 N.W. 27th Ave., Miami, FL
33054, 800/252-7742; Kit Car World,
Dept. KC01, 4650 Old Winter Garden
Rd., Orlando, FL 32811, 407/298-
0893; Prototype Research Ltd, Dept.
KC01, 230 Albert St., Campbellford,
Ontario K0L 1L0, Canada, 705/653-
4525. All of these companies offer
MGTD kits and parts and should have
the stuff you need or leads on where to
get it.

ON THE CHEAP

I have two questions. I'm working on a
very limited budget and would like to
know how to have a kit built as inexpen-
sively as possible. Also, I have a bent
toward performance handling, and need
to find some good references on chas-
sis and suspension mods.

Fred Krasne
Tampa, FL

I have two answers. One is a new pub-
lication called, *How To Buy and Build
Your Kit Car Dirt Cheap*, (\$19.95 from
Money Saver's Group, 800/255-1914).
In addition to providing numerous sug-
gestions that live up to its title, the book
provides over 50 buildup tips. It's a use-
ful reference for anyone considering the
purchase of a kit and could save you
thousands of dollars. The other is a new
book titled, *Chassis Engineering*, by
Herb Adams, the same engineer who
designed the chassis that performed so
well in our "Cobra Shootout" (November
'93). He takes a hands-on approach and
supplies a wealth of information on sub-
jects such as frame design, springs,
shocks, live axles, independent rear sus-

ADVERTISERS' INDEX	
A to Z Car Emporium	104
A-1 Racing	98
ACE Auto Services	99
A.C. Specialties	99
American Fiberbodies	102
American Speed Enterprises	100
Antique & Collectibles	5
Archway Import Autoparts	101
Auto Classics International	23
Auto Sport Performance Products	96
Back Development	107
BGV	101
Blue Ray/GT Engineering	38
Brooklands, Inc.	31
CB Performance Products	94
CF Enterprises/California A/C	103
Classic Motor Carriages	24 & 35
Classic Assembly	100
Classic Factory, The	99
Cobra Restorers	103
Concours Motors	102, 103, 103
Concours West	99
Contemporary Classic	49
Cook Racing, Jim	105
Coy Rudy	97, 99, 100, 101, 102
Crom Publishing	101
Cume Enterprises	50
Dove Manufacturing	22
Dr. K's Wiring	100
Electro Automotive	60
ERA Replica Automobiles	5
Everett-Morrison Motors	101
Exotic Enterprises	99
Exotic Illusions	100
Exotic Image	100
Fiberfab International	100
Fiero Conversions	102
Fiero Plus	102
Ford SVT	25
Globon Fiberglass	89
Hallband Engineering	101
Handcraft Motorcar Company	21
Hardy Motors, Inc.	83
Hawcock Insurance Group	103
Hend's Hot Rod Shop	38, 103
Hi-Tech Motorsports	69
Holander Enterprises	101
Horizons Historical Society	19
ICM Industries, Inc.	30
Imaginary Fiber Glass	87, 102
Ingliss Induction Systems	33, 102
Innovations In Fiberglass	99
Integrity Coach Works, Inc.	22
International Research Motorsports	103
Jasper Engines	52
Johnex Cobras	101
Kelmark Motors	101
Kensington Motors, Inc.	103
LA Exotics	29
Lester's Sport & Touring	102
Lone Star Classics	14
Mac's Auto Body	83
Manufaktur	8
Mariah Automobiles/Design	103
Mark's Custom Kits	103
Marple Automotive Group	78
Memory Motors	39
McStairs Classic Cars	101
Mirage	104
Modern Classics, Inc.	14
Moto-Lite, Inc.	22
Motorsport Specialties	56
Neal Products, Inc.	56
Nerita Cars	104
Newport Car Conversions	90
Nisonger Instrument	99
Parking Solutions	90
Performance Products, Inc.	104
PISA Corp.	102
Precision Measurement	81
Precision PSI	100
P.S. Engineering, Inc.	89
Rainbow Classic Cars, Inc.	103
Regal Roadsters	24, 83
Roadhawk, Inc.	104
RPM Design	89
School Of Auto Mechanics	106
Shell Valley Motors	80
Specialty Auto Brokers	104
Specialty Autoworks	100
Speedway Motors	7
Stainless Specialties	24
Steelmaster Buildings	104
Street & Performance	104
Sun Ray Products	89
Tensor	102
Thermo-Tec	12
Ultra Design	100
Unique Motors, Inc.	100
United Speedometer	11
UNIKLAI's Custom Emporium	23
V-A Auto, Inc.	25
Vetorossa Engineering	100
Vintage Speedster Of California	21
Vortex Motors, Inc.	101
Warp Five	100, 101
Welch, C.	100
Westfield Components, Inc.	104
Westwood Publishing	9, 104
Williams, Elmer	87
Z Products Auto Sport	104

The Advertiser's Index is provided as a service to Kit Car readers. Kit Car is not responsible for typographical errors in names or page numbers.

KITTECH

pensions and so on. No performance enthusiast should be without this publication (\$18.00 plus tax from Herb Adams VSE, 408/649-8423).

COMPLETELY BUSHED

You know how you read something in a magazine then forget which magazine you read it in? Well, I think it was an off-road publication in which I read about polyurethane bushings helping to improve handling. Is that just an off-road deal or would it work on street cars too?

Bob Stevens
Tulsa, OK

Yeah, Bob, I have that same problem and usually spend hours poring over the huge stacks of magazines I store in my office. The beauty of that process, however, is that I rediscover some interesting stuff during every research foray. (One tip for saving articles: use those 3M Post-it Notes to flag stories you'd like to save for reference. It works great for me).

As for polyurethane bushings, they're not just for off-road vehicles. There are plenty of benefits for virtually every vehicle including street machines. Auto builders typically use rubber for suspension bushings because they're easy to work with, they don't require close tolerances and are rather cheap, plus they cover the wide variety of duty cycles multipurpose vehicles are subjected to.

Rubber, however, deteriorates and cracks and quickly loses effectiveness. It also has a tendency to displace under load. When a vehicle initiates a turn, for example, the load placed on the suspension components is substantial. Since rubber deforms, the result is vague handling. Polyurethane bushings are formulated with a higher degree of hardness than rubber and with much closer tolerances aimed at correcting displacement under load. Poly parts also have extended lives and allow more precise suspension movement through rotational sliding and will not stretch or crush like rubber. Polyurethane also will not rot or deteriorate from oils or atmospheric conditions. I recently installed Energy Suspension (714/361-3935) polyurethane bushings throughout my Elegant Motors Cobra/Corvette's suspension to maintain minimal movement and allow the suspension components to do their jobs more effectively and deliver crisper handling. A good tip when installing polyurethane components is to be sure to use the proper lubricant so they won't squeak.

LEG WORK

I am planning to build a Countach replica on a Fiero, but do not know which kit I should purchase. Could you please tell me the names of the companies offering reasonably priced kits that are easy to build, require little or no chassis modifications and are authentic-looking? I would research this myself but information on all the kits advertised in your July issue would cost me nearly \$100!

Jeremy James
Rison, AR

I'll refer you to the Buyer's Guide in this issue, Jeremy. The \$100 you mention is a small price to pay for ultimately saving thousands of dollars in getting the right kit and being pleased with your project. You are asking a lot in trying to find a package that is inexpensive, easy to build, but still looks authentic.

In the first place, for a Fiero rebody to look like an authentic Lambo, you'll need to do some serious modifications, such as reinforcing the frame with an X-member before chopping the top. Secondly, easy is a matter of your skill level and the amount of time and money you're willing to put into the project. Consider that you are building a car, and that's a big project. We suggest investing some time in investigating the companies that build the kind of vehicle you're looking for, and that may involve visiting car shows, the manufacturer or other people who have built one of the company's kits. We aren't in a position to build every kit or even evaluate every manufacturer's products, nor do we know your particular budget and requirements, all of which make it difficult to provide advice.

We do encourage you, however, to do the research so that you know what you're really getting into. What one manufacturer considers easy may be a monumental task for you. Money and time spent before the purchase will go a long way toward helping you know what you're taking on, and will ultimately save you money when it comes time to build the project. Good luck, and send us a photo when it's done.

Have a technical problem with assembling your kit? Send your questions to Kit Car, "Kit Tech," 6420 Wilshire Blvd., Los Angeles, CA 90048. (No phone calls please. We're sorry, but we are unable to respond by mail.)



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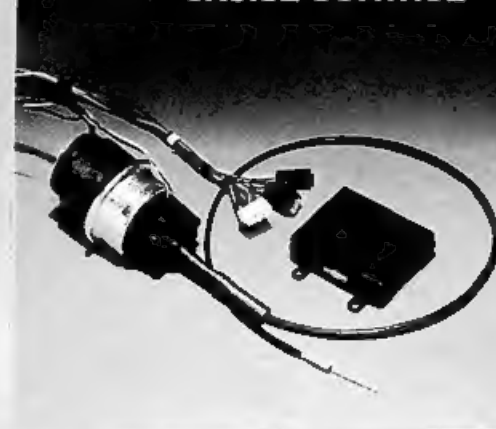
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